



# Hongkong Daily Press.

ESTABLISHED 1857.

**MANY WOMEN TO-DAY**  
NOT ONLY BELIEVE  
THEIR EYES FROM OVERSTRAIN  
BUT TRY  
IMPROVE THEIR PERSONAL  
APPEARANCE  
BY WEARING  
**WILKINSON'S** RIMLESS GLASSES.  
25, Queen's Road C.E., HONGKONG.  
Prescriptions accurately filled.

No. 19,088

號八十八千九萬一第

日六初月七年未己

HONGKONG, FRIDAY, AUGUST 1st, 1919.

五拜禮

號一月八年捌國民華中

PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT  
In Casks 75 lbs. net  
In Bags 140 lbs. net  
SHEWAN TOMES & CO.  
General Managers.

**POMMERY & GREN**  
CHAMPAGNE.

**JOHN WALKER & SONS**  
SCOTCH

WHISKY.

**BOORD & SONS**  
LONDON GIN.

SOLE AGENTS FOR CHINA:

**CALDBECK,**  
**MACGREGOR & CO.**

18, QUEEN'S ROAD CENTRAL  
Telephone No. 74.

**CARTRIDGES! CARTRIDGES!**  
CARTRIDGES!

NEWLY ARRIVED.

**SPORTING CARTRIDGES**  
12, 16 and 20 bore. Loaded  
with E. O. Powder, a powder  
which gives universal satisfaction.  
THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL

HONGKONG.

**FURNITURE AND PHOTO GOODS**  
STORE.  
GLASS ENGRAVING, SIGN-BOARD AND  
MIRROR MAKING.  
CANTON MARBLE IN VARIOUS SHADES.  
Photographic Goods of Every Description  
In Stock.  
DEVELOPING, ENGRAVING AND ENLARGING  
UNDERSTANDING.  
TELEPHONE 1219.

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

| WEEK DAYS  |                               |
|------------|-------------------------------|
| 1.00 a.m.  | to 8.00 a.m. Every 15 minutes |
| 8.00       | " " " " " " " "               |
| 9.30       | " " " " " " " "               |
| 11.30      | " " " " " " " "               |
| 12.00 noon | to 12.45 p.m. " " " "         |
| 12.45 p.m. | to 1.15 " " " " " "           |
| 1.15       | " " " " " " " "               |
| 1.45       | " " " " " " " "               |
| 2.15       | " " " " " " " "               |
| 3.00       | " " " " " " " "               |

NIGHT CASE.

8.30 p.m. to 9.00 p.m.  
9.30 p.m. to 11.30 p.m. Every 20 minutes  
11.45 p.m.

SUNDAYS.

| SUNDAYS    |                                |
|------------|--------------------------------|
| 7.30 a.m.  | to 10.30 a.m. Every 15 minutes |
| 8.00       | " " " " " " " "                |
| 10.30      | " " " " " " " "                |
| 11.30      | " " " " " " " "                |
| 12.00 noon | to 1.00 p.m. " " " "           |
| 1.00 p.m.  | to 2.00 " " " " " "            |
| 2.00       | " " " " " " " "                |
| 3.00       | " " " " " " " "                |
| 5.30       | " " " " " " " "                |

& NIGHT CASE.

As on Week Days.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, De  
Vaux Road Central.

Season and punch tickets available for all  
cars not already full running at the time  
stated in the Company's time-table, but no  
or special cars, can be obtained on applica  
tion at the Company's Office. No special  
cars will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Compost. Order representing Bank  
Notes.

**JOHN D. HUMPHREYS & SONS**  
General Managers.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

### DOWN TRAINS.

| Stations        |      | No. 1<br>Through<br>Express<br>p.m. | No. 2<br>Local<br>a.m. | No. 3<br>Through<br>Slow<br>a.m. | No. 11<br>Local<br>a.m. | No. 12<br>Through<br>Express<br>p.m. | No. 17<br>Local<br>p.m. | No. 18<br>Local<br>p.m. | No. 19<br>Local<br>p.m. |
|-----------------|------|-------------------------------------|------------------------|----------------------------------|-------------------------|--------------------------------------|-------------------------|-------------------------|-------------------------|
| CANTON (at Sea) | dep. | 7.30                                |                        | 8.15                             |                         | 8.30                                 |                         |                         |                         |
| HEI LUNG        | arr. | 7.45                                |                        | 8.30                             |                         | 8.45                                 |                         |                         |                         |
| Shun Chai       | dep. | 7.50                                | 10.52                  | 8.00                             |                         |                                      |                         |                         |                         |
| Shing Mun       | arr. | 8.05                                | 10.30                  | 8.10                             | 11.45                   | 8.15                                 | 9.30                    | 9.35                    | 9.40                    |
| Yau Ma Tei      | dep. |                                     |                        | 8.15                             | 11.45                   |                                      | 9.35                    | 9.40                    | 9.45                    |
| Yau Ma Tei      | arr. |                                     |                        | 8.20                             | 11.50                   |                                      | 9.40                    | 9.45                    | 9.50                    |
| Yau Ma Tei      | dep. |                                     |                        | 8.25                             | 11.55                   |                                      | 9.45                    | 9.50                    | 9.55                    |
| Yau Ma Tei      | arr. |                                     |                        | 8.30                             | 12.00                   |                                      | 9.50                    | 9.55                    | 10.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 8.35                             | 12.05                   |                                      | 9.55                    | 10.00                   | 10.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 8.40                             | 12.10                   |                                      | 10.00                   | 10.05                   | 10.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 8.45                             | 12.15                   |                                      | 10.05                   | 10.10                   | 10.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 8.50                             | 12.20                   |                                      | 10.10                   | 10.15                   | 10.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 8.55                             | 12.25                   |                                      | 10.15                   | 10.20                   | 10.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.00                             | 12.30                   |                                      | 10.20                   | 10.25                   | 10.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.05                             | 12.35                   |                                      | 10.25                   | 10.30                   | 10.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.10                             | 12.40                   |                                      | 10.30                   | 10.35                   | 10.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.15                             | 12.45                   |                                      | 10.35                   | 10.40                   | 10.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.20                             | 12.50                   |                                      | 10.40                   | 10.45                   | 10.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.25                             | 12.55                   |                                      | 10.45                   | 10.50                   | 10.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.30                             | 13.00                   |                                      | 10.50                   | 10.55                   | 11.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.35                             | 13.05                   |                                      | 10.55                   | 11.00                   | 11.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.40                             | 13.10                   |                                      | 11.00                   | 11.05                   | 11.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.45                             | 13.15                   |                                      | 11.05                   | 11.10                   | 11.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 9.50                             | 13.20                   |                                      | 11.10                   | 11.15                   | 11.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 9.55                             | 13.25                   |                                      | 11.15                   | 11.20                   | 11.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.00                            | 13.30                   |                                      | 11.20                   | 11.25                   | 11.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.05                            | 13.35                   |                                      | 11.25                   | 11.30                   | 11.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.10                            | 13.40                   |                                      | 11.30                   | 11.35                   | 11.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.15                            | 13.45                   |                                      | 11.35                   | 11.40                   | 11.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.20                            | 13.50                   |                                      | 11.40                   | 11.45                   | 11.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.25                            | 13.55                   |                                      | 11.45                   | 11.50                   | 11.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.30                            | 14.00                   |                                      | 11.50                   | 11.55                   | 12.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.35                            | 14.05                   |                                      | 11.55                   | 12.00                   | 12.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.40                            | 14.10                   |                                      | 12.00                   | 12.05                   | 12.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.45                            | 14.15                   |                                      | 12.05                   | 12.10                   | 12.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 10.50                            | 14.20                   |                                      | 12.10                   | 12.15                   | 12.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 10.55                            | 14.25                   |                                      | 12.15                   | 12.20                   | 12.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.00                            | 14.30                   |                                      | 12.20                   | 12.25                   | 12.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.05                            | 14.35                   |                                      | 12.25                   | 12.30                   | 12.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.10                            | 14.40                   |                                      | 12.30                   | 12.35                   | 12.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.15                            | 14.45                   |                                      | 12.35                   | 12.40                   | 12.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.20                            | 14.50                   |                                      | 12.40                   | 12.45                   | 12.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.25                            | 14.55                   |                                      | 12.45                   | 12.50                   | 12.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.30                            | 15.00                   |                                      | 12.50                   | 12.55                   | 13.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.35                            | 15.05                   |                                      | 12.55                   | 13.00                   | 13.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.40                            | 15.10                   |                                      | 13.00                   | 13.05                   | 13.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.45                            | 15.15                   |                                      | 13.05                   | 13.10                   | 13.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 11.50                            | 15.20                   |                                      | 13.10                   | 13.15                   | 13.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 11.55                            | 15.25                   |                                      | 13.15                   | 13.20                   | 13.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.00                            | 15.30                   |                                      | 13.20                   | 13.25                   | 13.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.05                            | 15.35                   |                                      | 13.25                   | 13.30                   | 13.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.10                            | 15.40                   |                                      | 13.30                   | 13.35                   | 13.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.15                            | 15.45                   |                                      | 13.35                   | 13.40                   | 13.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.20                            | 15.50                   |                                      | 13.40                   | 13.45                   | 13.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.25                            | 15.55                   |                                      | 13.45                   | 13.50                   | 13.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.30                            | 16.00                   |                                      | 13.50                   | 13.55                   | 14.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.35                            | 16.05                   |                                      | 13.55                   | 14.00                   | 14.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.40                            | 16.10                   |                                      | 14.00                   | 14.05                   | 14.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.45                            | 16.15                   |                                      | 14.05                   | 14.10                   | 14.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 12.50                            | 16.20                   |                                      | 14.10                   | 14.15                   | 14.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 12.55                            | 16.25                   |                                      | 14.15                   | 14.20                   | 14.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.00                            | 16.30                   |                                      | 14.20                   | 14.25                   | 14.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.05                            | 16.35                   |                                      | 14.25                   | 14.30                   | 14.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.10                            | 16.40                   |                                      | 14.30                   | 14.35                   | 14.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.15                            | 16.45                   |                                      | 14.35                   | 14.40                   | 14.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.20                            | 16.50                   |                                      | 14.40                   | 14.45                   | 14.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.25                            | 16.55                   |                                      | 14.45                   | 14.50                   | 14.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.30                            | 17.00                   |                                      | 14.50                   | 14.55                   | 15.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.35                            | 17.05                   |                                      | 14.55                   | 15.00                   | 15.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.40                            | 17.10                   |                                      | 15.00                   | 15.05                   | 15.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.45                            | 17.15                   |                                      | 15.05                   | 15.10                   | 15.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 13.50                            | 17.20                   |                                      | 15.10                   | 15.15                   | 15.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 13.55                            | 17.25                   |                                      | 15.15                   | 15.20                   | 15.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.00                            | 17.30                   |                                      | 15.20                   | 15.25                   | 15.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.05                            | 17.35                   |                                      | 15.25                   | 15.30                   | 15.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.10                            | 17.40                   |                                      | 15.30                   | 15.35                   | 15.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.15                            | 17.45                   |                                      | 15.35                   | 15.40                   | 15.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.20                            | 17.50                   |                                      | 15.40                   | 15.45                   | 15.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.25                            | 17.55                   |                                      | 15.45                   | 15.50                   | 15.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.30                            | 18.00                   |                                      | 15.50                   | 15.55                   | 16.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.35                            | 18.05                   |                                      | 15.55                   | 16.00                   | 16.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.40                            | 18.10                   |                                      | 16.00                   | 16.05                   | 16.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.45                            | 18.15                   |                                      | 16.05                   | 16.10                   | 16.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 14.50                            | 18.20                   |                                      | 16.10                   | 16.15                   | 16.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 14.55                            | 18.25                   |                                      | 16.15                   | 16.20                   | 16.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.00                            | 18.30                   |                                      | 16.20                   | 16.25                   | 16.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.05                            | 18.35                   |                                      | 16.25                   | 16.30                   | 16.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.10                            | 18.40                   |                                      | 16.30                   | 16.35                   | 16.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.15                            | 18.45                   |                                      | 16.35                   | 16.40                   | 16.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.20                            | 18.50                   |                                      | 16.40                   | 16.45                   | 16.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.25                            | 18.55                   |                                      | 16.45                   | 16.50                   | 16.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.30                            | 19.00                   |                                      | 16.50                   | 16.55                   | 17.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.35                            | 19.05                   |                                      | 16.55                   | 17.00                   | 17.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.40                            | 19.10                   |                                      | 17.00                   | 17.05                   | 17.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.45                            | 19.15                   |                                      | 17.05                   | 17.10                   | 17.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 15.50                            | 19.20                   |                                      | 17.10                   | 17.15                   | 17.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 15.55                            | 19.25                   |                                      | 17.15                   | 17.20                   | 17.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.00                            | 19.30                   |                                      | 17.20                   | 17.25                   | 17.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.05                            | 19.35                   |                                      | 17.25                   | 17.30                   | 17.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.10                            | 19.40                   |                                      | 17.30                   | 17.35                   | 17.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.15                            | 19.45                   |                                      | 17.35                   | 17.40                   | 17.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.20                            | 19.50                   |                                      | 17.40                   | 17.45                   | 17.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.25                            | 19.55                   |                                      | 17.45                   | 17.50                   | 17.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.30                            | 20.00                   |                                      | 17.50                   | 17.55                   | 18.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.35                            | 20.05                   |                                      | 17.55                   | 18.00                   | 18.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.40                            | 20.10                   |                                      | 18.00                   | 18.05                   | 18.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.45                            | 20.15                   |                                      | 18.05                   | 18.10                   | 18.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 16.50                            | 20.20                   |                                      | 18.10                   | 18.15                   | 18.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 16.55                            | 20.25                   |                                      | 18.15                   | 18.20                   | 18.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.00                            | 20.30                   |                                      | 18.20                   | 18.25                   | 18.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.05                            | 20.35                   |                                      | 18.25                   | 18.30                   | 18.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.10                            | 20.40                   |                                      | 18.30                   | 18.35                   | 18.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.15                            | 20.45                   |                                      | 18.35                   | 18.40                   | 18.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.20                            | 20.50                   |                                      | 18.40                   | 18.45                   | 18.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.25                            | 20.55                   |                                      | 18.45                   | 18.50                   | 18.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.30                            | 21.00                   |                                      | 18.50                   | 18.55                   | 19.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.35                            | 21.05                   |                                      | 18.55                   | 19.00                   | 19.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.40                            | 21.10                   |                                      | 19.00                   | 19.05                   | 19.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.45                            | 21.15                   |                                      | 19.05                   | 19.10                   | 19.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 17.50                            | 21.20                   |                                      | 19.10                   | 19.15                   | 19.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 17.55                            | 21.25                   |                                      | 19.15                   | 19.20                   | 19.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.00                            | 21.30                   |                                      | 19.20                   | 19.25                   | 19.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.05                            | 21.35                   |                                      | 19.25                   | 19.30                   | 19.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.10                            | 21.40                   |                                      | 19.30                   | 19.35                   | 19.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.15                            | 21.45                   |                                      | 19.35                   | 19.40                   | 19.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.20                            | 21.50                   |                                      | 19.40                   | 19.45                   | 19.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.25                            | 21.55                   |                                      | 19.45                   | 19.50                   | 19.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.30                            | 22.00                   |                                      | 19.50                   | 19.55                   | 20.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.35                            | 22.05                   |                                      | 19.55                   | 20.00                   | 20.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.40                            | 22.10                   |                                      | 20.00                   | 20.05                   | 20.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.45                            | 22.15                   |                                      | 20.05                   | 20.10                   | 20.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 18.50                            | 22.20                   |                                      | 20.10                   | 20.15                   | 20.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 18.55                            | 22.25                   |                                      | 20.15                   | 20.20                   | 20.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.00                            | 22.30                   |                                      | 20.20                   | 20.25                   | 20.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.05                            | 22.35                   |                                      | 20.25                   | 20.30                   | 20.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.10                            | 22.40                   |                                      | 20.30                   | 20.35                   | 20.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.15                            | 22.45                   |                                      | 20.35                   | 20.40                   | 20.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.20                            | 22.50                   |                                      | 20.40                   | 20.45                   | 20.50                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.25                            | 22.55                   |                                      | 20.45                   | 20.50                   | 20.55                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.30                            | 23.00                   |                                      | 20.50                   | 20.55                   | 21.00                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.35                            | 23.05                   |                                      | 20.55                   | 21.00                   | 21.05                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.40                            | 23.10                   |                                      | 21.00                   | 21.05                   | 21.10                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.45                            | 23.15                   |                                      | 21.05                   | 21.10                   | 21.15                   |
| Yau Ma Tei      | arr. |                                     |                        | 19.50                            | 23.20                   |                                      | 21.10                   | 21.15                   | 21.20                   |
| Yau Ma Tei      | dep. |                                     |                        | 19.55                            | 23.25                   |                                      | 21.15                   | 21.20                   | 21.25                   |
| Yau Ma Tei      | arr. |                                     |                        | 20.00                            | 23.30                   |                                      | 21.20                   | 21.25                   | 21.30                   |
| Yau Ma Tei      | dep. |                                     |                        | 20.05                            | 23.35                   |                                      | 21.25                   | 21.30                   | 21.35                   |
| Yau Ma Tei      | arr. |                                     |                        | 20.10                            | 23.40                   |                                      | 21.30                   | 21.35                   | 21.40                   |
| Yau Ma Tei      | dep. |                                     |                        | 20.15                            | 23.45                   |                                      | 21.35                   | 21.40                   | 21.45                   |
| Yau Ma Tei      | arr. |                                     |                        | 20.20                            | 23.50                   |                                      | 21.40                   | 21.45                   | 21.50                   |
|                 |      |                                     |                        |                                  |                         |                                      |                         |                         |                         |



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[897]

THE  
CORONET

August 1st, 2nd &amp; 3rd.

9.15 p.m.

## "INTOLERANCE"

5.15 p.m.

## "THE LILY OF POVERTY FLAT"

7.15 p.m.

THE BUL'S-EYE  
EPISODES I & II

## THE RISE IN SUGAR

## SERIOUS EFFECTS OF PROFITEERING IN JAPAN.

The continual rise in the price of sugar in Japan is leading to meetings of protest. Regarding this subject, the *Osaka Asahi* quotes a sugar expert as saying that although the present ridiculous rise of the sugar market in Japan is externally attributed to the world-wide shortage of sugar, this is by no means the real reason. In Japan there is no shortage of stocks. In spite of the large number of transactions little sugar actually changes hands—the transactions, in fact, being just like those of the stock exchange, though genuine buyers suffer. The whole scheme is simply the engineering of a corner by some of the big merchants in order to bleed the public. Of course, there is plenty of money available in the country, but this does not enable the poor to buy sugar though it enables financiers to speculate in it. And so sugar continues to rise. Naturally confectioners and the makers of aerated waters are asking the Government for relief. It would be more effective, however, to ask the Government to put in force the profiteering regulations as the extortionate price of sugar does not come about through actual shortage, but from manipulations on the market on the part of unscrupulous speculators.

The *Osaka Asahi* quotes Mr. Uemura Masakichi, chief of the Sugar Department of the Suzuki firm, regarding the present high price of sugar as follows: "It is a fact that the world is suffering a shortage of sugar, and it will be two years at least before the demand can be satisfactorily filled. The war just ended devastated the plantations of sugar beet in Europe so badly that all nations put great restrictions upon the consumption of sugar. If one carefully examines the figures indicating the production of sugar for the past few years, he will find that the supply is far from satisfactory."

Below are given some of the more important details:—

| 1913-14               | 1918-19   | Decrease. |
|-----------------------|-----------|-----------|
| Tons.                 | Tons.     | Tons.     |
| Germany.....2,718,000 | 1,400,000 | 1,318,000 |
| Austria.....1,888,300 | 700,000   | 1,188,300 |
| France.....781,000    | 150,000   | 631,000   |
| Russia.....1,688,000  | 700,000   | 988,000   |
| Holland.....231,400   | 300,000   | 31,400    |
| Belgium.....229,000   | 100,000   | 129,000   |
| Sweden.....137,800    | 100,000   | 37,800    |
| Denmark.....145,000   | 115,500   | 29,500    |
| Others.....542,800    | 340,000   | 202,800   |
| Total.....8,161,000   | 3,705,000 | 4,456,000 |

It will be seen from the above figures that the war has brought about a decline of about 55 per cent. in output. The effect of the war was felt worst in France, as is shown by the fact that against 908 sugar mills existing in pre-war times, there are now only 161 in operation, all the rest being destroyed by the Germans.

As regards Germany and Austria-Hungary themselves, the quick recovery of their industry is beyond hope in view of the restrictions put upon the production of sugar beet and of the revolt of the workers. Their outputs will only be sufficient to satisfy home demands for some years to come, no matter how hard they endeavour to increase it. Turning to Russia, it may be mentioned that the output has now decreased to 70,000 tons from 200,000 tons, the output being particularly bad in the Ukraine and Poland. It is believed that unless new resources are discovered, it will be impossible for her to turn out sugar in any satisfactory quantity.

Below are given particulars of the world's demand for and supply of sugar:

| Europe (sugar beet)             | Tons.     |
|---------------------------------|-----------|
| Spain.....                      | 3,703,000 |
| Canada.....                     | 6,000     |
| America.....                    | 223,000   |
| Cuba.....                       | 1,968,000 |
| Java.....                       | 3,800,000 |
| Mauritius.....                  | 1,300,000 |
| British West Indies.....        | 252,000   |
| French West Indies.....         | 215,000   |
| San Domingo and Hayti.....      | 50,000    |
| Peru, Argentine and Brazil..... | 263,000   |
| India.....                      | 878,000   |
| Australia.....                  | 2,337,000 |
| Japan.....                      | 226,000   |
| Others.....                     | 365,000   |
| Total.....                      | 244,000   |

Total.....15,367,000

| DEMAND.                          | Tons.      |
|----------------------------------|------------|
| America.....                     | 4,300,000  |
| Canada.....                      | 300,000    |
| Britain.....                     | 1,600,000  |
| France.....                      | 1,000,000  |
| Sweden.....                      | 600,000    |
| Norway.....                      | 150,000    |
| Turkey and Greece.....           | 80,000     |
| Belgium.....                     | 200,000    |
| Portugal.....                    | 100,000    |
| Spain.....                       | 30,000     |
| Holland.....                     | 100,000    |
| Italy.....                       | 150,000    |
| Switzerland and Denmark.....     | 150,000    |
| Germany, Austria and Russia..... | 2,800,000  |
| Cuba.....                        | 150,000    |
| Java.....                        | 100,000    |
| India.....                       | 2,500,000  |
| Australia.....                   | 350,000    |
| China.....                       | 380,000    |
| South America.....               | 450,000    |
| Japan.....                       | 400,000    |
| Others.....                      | 550,000    |
| Total.....                       | 16,490,000 |

It will be seen that the world's demands show an excess of more than 1,100,000 tons over supply, which is now raising the prices of sugar all over the world. With the approach of peace, the consumption of sugar has largely increased. This increase is further accelerated by the use of sugar as a nutritive in place of cheese and oil, the shortage of which is severely felt. The chief consuming countries in pre-war times were Germany (1,440,000 tons a year), Austria (890,000 tons), France (794,000 tons), Britain (2,120,000 tons), Holland (135,000 tons), and Russia (1,550,000 tons). Although particulars are not available, it is true that these countries exercised the greatest possible economy in the consumption of sugar, which has only resulted in an enormously increased consumption since the proclamation of the armistice as a

reaction from the restrictions during the war. In this connection, it is interesting to note that investigations show that the world's consumption of sugar has shown an average increase of 5 per cent. every year during 50 years prior to the war. Below are given the average consumption of sugar per head in Europe:—

|                  | 1888. | 1914. |
|------------------|-------|-------|
|                  | lbs.  | lbs.  |
| Belgium.....     | 21.91 | 42.79 |
| Austria.....     | 13.61 | 37.33 |
| Denmark.....     | 38.31 | 50.12 |
| France.....      | 25.33 | 32.01 |
| Germany.....     | 17.70 | 74.06 |
| Italy.....       | 8.90  | 12.45 |
| Holland.....     | 17.92 | 53.44 |
| Russia.....      | 10.18 | 29.26 |
| Scandinavia..... | 21.12 | 60.48 |
| Spain.....       | —     | 15.91 |
| Britain.....     | 73.24 | 89.69 |

In the case of the United States the figures stood at 30.44 and 86.04 respectively. It is expected that the above figures will show a further increase after the conclusion of peace as a reaction from the war restrictions upon the consumption of sugar. Indeed the increase will far exceed the record figure in pre-war times.

Regarding the present steady rise in sugar, the *Osaka Asahi* has a long article denouncing the attitude of the few selfish speculators and sugar manufacturers and the policy of the Government in the matter.

The Japanese sugar market is now rising at a remarkable rate, it says, "a rate indeed that threatens the livelihood of the nation. Is there any good reason for the rise? Those who regard the rise as inevitable speak of the excess of the world's demand over the available supply as the reason. Although we admit that there is a world-wide shortage, we cannot regard it as an excuse for rigging the Japanese market. The principle followed in the establishment of the sugar industry in Japan was that Japan should supply her own needs. Fortunately that goal has now been reached through the great efforts made to that end. Although it is not our intention to advocate the maintenance of this principle for ever, it is an act of folly for Japan to export sugar to foreign countries when her output is not sufficient to supply her own needs. The unreasonableness of such a policy is clearly shown by the following figures:—

| ESTIMATED SUPPLY FOR THIS YEAR.                           | Piculs.   |
|-----------------------------------------------------------|-----------|
| Formosan centrifugals.....                                | 4,566,000 |
| Formosan brown sugars.....                                | 500,000   |
| Okinawa centrifugals.....                                 | 180,000   |
| Okinawa black sugar.....                                  | 180,000   |
| Daitojima centrifugals.....                               | 45,000    |
| Daitojima black sugar.....                                | 305,500   |
| Luchoo black sugar.....                                   | 40,000    |
| Black sugar from the main island, Shikoku and Kyushu..... | 400,000   |
| Total.....                                                | 6,546,500 |
| (894,630,000 kin.)                                        |           |

The estimated demand for the year is 700,000,000 kin.

It will be seen from the above figures that demands exceed supplies by 15,350,000 kin. This deficiency is at present made up for with imported sugar and *amé* (wheat-gluten)—which can serve as a substitute of sugar.

In such circumstances, if the speculators and sugar manufacturers, bent upon promoting their own interests, hold up the sugar they can make a large profit. It is therefore but proper that the Government should take such measures as an embargo on export, and the official fixing of prices together with the regulation of prices of other commodities. We are, however, absolutely opposed to those who hold that there should be no embargo on export. An embargo on re-export of sugar refined from imported sugar might hamper the development of the sugar industry. We would therefore say that if a total embargo stands in the way of the development of the industry, the enforcement of a licensing system might be tried as well. Really there is no proper reason for the present constant rise of the Japanese sugar market. While the difficulty of national livelihood due to the high price of commodities increases because of this abnormal rise of sugar, the sugar companies pay enormous dividends to shareholders. In the previous term they paid dividends ranging from 20 to 30 per cent. and it is expected that the profits of these companies will far exceed previous records in view of the prevailing circumstances. Viewed in this light, it is the height of inconsistency for the Government to keep in force the import tax, which is solely intended for the protection of these sugar companies.

It is only adding to their illegitimate profits. We are really surprised at the indifference of the Government in the matter of regulating the prices of commodities, which is clearly shown by its assumption that the rise of sugar in Japan cannot be helped as it due to a world-wide shortage."

## ECONOMY AT WHITEHALL.

[In three years Whitehall has sold 25,000 tons of waste paper for over £200,000.]

Not everybody has the gift of exercising honest thrift, but we, whom peif or duty call To govern England from Whitehall (Though hoping for a small advance), Are guiltless of extravagance. Do you suppose we throw away Waste paper? No; we made it pay. But if you ask me why the device We'd had so many tons in use, The question shows a mental kind Of anti-bureaucratic mind. That either can or will not see This precept of economy— Use all the paper that you can, And thus the good waste-paper man Will be compelled, as though by Fate, To fill the coffers of the State.

E. W. F.

## EXCHANGE LECTURES WITH CHINA.

## AN INTERESTING PROPOSAL.

The scheme of exchanging university professors and students between Japan and China for the purpose of delivering lectures, giving each other's point of view of the Sino-Japanese situation, appears to be on the high road to completion. As reported some time ago, the plan is most energetically pushed forward by the Boimeikai, or Dawn Society, of which Drs. Yoshino and Fukuda are the leading members. The Peking University, which was duly approached on the question, has signified unqualified approval of the scheme. Groups of Peking students and journalists also have entered heartily into it, and have formally invited Dr. Yoshino to visit Peking this summer or autumn to deliver lectures before Chinese audiences.

In this connection, Dr. Yoshino, who is a professor at the Tokyo Imperial University and the well-known publicist, is quoted by the *Yiji* as stating that the movement carried on by the professors and students of the Peking University was originally directed against the bureaucratic and military party of their own country. Their agitation has been transformed into an anti-Japanese propaganda, because the Japanese bureaucrats and military party are at the back of their Chinese contrivances. These anti-Japanese agitators are not well informed of the fact that in Japan also there is a strong feeling against the bureaucrats and military party, and this causes them to attack Japan in the lump. As for himself, Dr. Yoshino is vehemently opposed to the bureaucrats and military party, and in this respect he is in entire agreement with the members of the Peking University. Such being the case, if opportunities be created for bridging professors and students of the Universities of both countries and other persons interested in the scheme together for a free exchange of views, good results may be attained. Acting upon this conviction he wrote to some friends at the Peking University, laying bare this scheme to them and asking them to send a University professor and several students to Japan for the purpose. The proposal met with hearty approval, though they desired that the dispatch should be postponed to a more favourable time than the present, when the anti-Japanese agitation is still going on. On further consultation with the Chinese interested in the scheme, some Japanese professors and students are to be sent to China for the same purpose. As regards the invitation extended to himself by the Chinese students and others for a visit to China, Dr. Yoshino says that he has had to decline it for certain unavoidable reasons. He notes with much satisfaction the obvious fact that even among the anti-Japanese people in China the idea is gaining strength that the establishment of true Sino-Japanese friendship is by no means a matter of impossibility.

## AMERICA'S PACIFIC FLEET.

## TO INCLUDE FOUR DREAD-NOUGHTS.

The Navy Department's new Pacific Fleet will be the most powerful fleet that has ever been assembled by America in Pacific waters. It will be four of the latest and most powerful of the American navy, built during the war.

The total tonnage of this big fleet is nearly five hundred thousand, and the mouths of the guns of the main batteries of these ships would admit all of the material that composes a big building. Admiral Hugh Rodman will command the fleet, which will have bases at Bremerton, Puget Sound, Pearl Harbor, and San Diego. The fleet will cover the entire Pacific and it is considered probable that at least two of the big ships will be in harbor in Japan ports shortly.

The description of the new Pacific Fleet is as follows:—

| BATTLESHIPS.      | Main Date            |
|-------------------|----------------------|
| Tonnage.          | Battery. Built.      |
| Texas.....        | 27,000 10-14in. 1912 |
| New York.....     | 27,000 10-14in. 1912 |
| Arkansas.....     | 26,000 12-12in. 1911 |
| Wyoming.....      | 26,000 12-12in. 1911 |
| New Mexico.....   | 32,000 12-14in. 1917 |
| Arizona.....      | 31,400 12-14in. 1915 |
| Idaho.....        | 32,000 12-14in. 1917 |
| Mississippi.....  | 32,000 12-14in. 1917 |
| Virginia.....     | 15,000 4-12in. 1904  |
| New Jersey.....   | 15,000 4-12in. 1904  |
| Rhode Island..... | 15,000 4-12in. 1904  |
| Georgia.....      | 15,000 4-12in. 1904  |
| Yebtraku.....     | 15,000 4-12in. 1904  |
| Vermont.....      | 16,000 4-12in. 1905  |

CRUISERS, ETC.

|                    |                     |
|--------------------|---------------------|
| Seattle.....       | 14,500 4-10in. 1905 |
| Chicago.....       | 4,500 12 4in. 1901  |
| Cleveland.....     | 3,200 10 6in. 1901  |
| Denver.....        | 3,200 10 6in. 1912  |
| Tacoma.....        | 3,200 10 6in. 1913  |
| Marblehead.....    | 2,000 8 4in. 1892   |
| Vicksburg.....     | 1,000 8 4in. 1896   |
| Montana.....       | 14,500 4-10in. 1906 |
| Yale Carolina..... | 14,500 4-10in. 1906 |
| Puebla.....        | 14,000 4 8in. 1903  |
| Birmingham.....    | 3,750 2 5in. 1907   |
| Delaware.....      | 7,150 8 5in. 1915   |
| Pratt.....         | 6,600 10 3in. 1890  |
| Buffalo.....       | 6,000 8 4in. 1892   |
| Bacon.....         | 3,750 2 5in. 1907   |

Blackhawk (Mine-Layer).

For use of naval militia.

† Destroyer.

§ Transport.

## KING AND BRAVE BOY.

The King's attention has been called to the devotion to duty of the young Greenwich reporter, James Harvey Dale, who, when in mortal agony after being run over by a nine-ton lorry, handed his "copy" despatch to a bystander, gave him the address to which to deliver it, and added, "It is very important, and his Majesty has sent." The King, the editor of the *South-Eastern Herald*, Lord Cromer writes:—

"I am to express to your Majesty's deep regret at having heard of the sad circumstances under which your young pupil, James Harvey Dale, met with the accident that unfortunately proved fatal. The King highly appreciates the sense of duty with which this brave boy acted at a time when he was so terribly injured."

## "INTOLERANCE"

The chariots used in the exciting war-scenes of "Intolerance," the great picture which is being presented at the Coronet to-night, are exact reproductions of vehicles of the type used in the period represented in the Griffith story. According to authorities, the Persians not only used chariots but they also participated in engagements with elephants and horses.

A conspicuous feature in the Persian armies of their way to fight was a chariot dedicated to the Sun God and drawn by pure white horses. Just behind this chariot were ten others handsomely decorated with silver and gold. Behind this group was the cavalry, constituting about one-tenth of the army. Assyrians, who are shown as participants in the realistic presentation of warfare in "Intolerance," did not use chariots as extensively as they were employed by Persians. The Medes depended largely in battle upon their archers, who were mounted on horses. But chariots really did not prove the most aggressive means of attack for these ancient people. Greater reliance was placed upon such things as the armed towers, which may well be regarded as precursors of the armoured motor-cars of to-day, especially of what is known as the tank-car of so much importance to the Allies in their trench warfare. The men in the present day tank-car are practically immune from injury from shrapnel, bombs or shell, but in the case of the armoured towers of old dangers were almost inevitable. Indeed, coats of mail were of little avail against the flaming torches, the liquid fire, or the well-directed darts of a beleaguering army. This is made apparent in one of the most exciting scenes of the Griffith spectacle, when an attacking force in one of the movable towers fights desperately and is rapidly brought to the verge of annihilation. Men fall from tremendous heights to sure death on the ground below, and others mortally wounded sink back into a structure flaming under fire of a relentless foe. But the most thrilling scene of all is in the collapse of this tower in the midst of fighting and when the warriors, who have not already succumbed to repelling activities, fall victims to their own desperate bravery.

The presentation of this part of the spectacle was made possible only through the engaging of men who were willing "to take a risk." Griffith and his assistants had the utmost difficulty in engaging a competent corps of men to take the part of the soldiers. Fortunately, there were two circus men near Los Angeles, and it became possible to engage a sufficiently large number of acrobats willing to be cast from walls two hundred feet high or to allow themselves to fall with a collapsing fire or armoured tower. Many of these men were injured, and broken bones were not escaped, but, as acrobats ordinarily are taking risks every day, the temporary incapacitation did not give much concern. Of course there had to be provision made for as much safety as possible in the tremendous falls undertaken by the actors, and it could very easily have happened that they would be crushed into unrecognizable masses by impact with the earth. It is believed that nothing more daring has been done in a spectacle than was successfully accomplished in this part of "Intolerance."

## PEACE CELEBRATIONS AT VICTORIA BARRACKS.

The Warrant Officers, N.C.O.s, and men of the 88th Co. R.G.A. spent a very pleasant evening in the Royal Artillery Theatre, on Wednesday, celebrating peace. Major A. J. S. Roche-Kelly, R.G.A., the Officer Commanding, and a large number of company officers sat down with the men to an excellent dinner, provided at special rates by the Alexandra Cafe. Lieut. Col. W. Loring, C.M.G., D.S.O., R.G.A., Lieut. Col. W. H. Passby, R.G.A., and Major V. J. Scantlebury, R.G.A., attended the concert, which took place after dinner. In the course of an address, Major Roche-Kelly gave the men about to be demobilised some excellent advice. He mentioned that he was going home himself and wished the men good luck and prosperity in civil life. He hoped that his successor would get along as smoothly in Hongkong as he had done.

A pleasant programme of music was then presented, the following contributing:—Piano solo, Gr. Baines; song, Br. Amy; comic duet, Gr. Baines and Br. Shank and Cpl. Hoyte; song, Pte. Flint; song, Gr. Wright; song, Master-Gunner May; song, Sgt. Roberts; song, Sergt. Major Davis; cello solo, Bandman Allen; selection by the orchestra; song, (Gr. Wright); comic song, Cpl. Hoyte; song, Master-Gunner May; song, Sgt. Roberts; cello solo, Bandman Allen; song, Pte. Jones.

C.S.M. Pragnall, at the close of the proceedings, thanked the generous donors for the grant of money which had made the evening possible. He also mentioned C.Q.M.S. Lafford and his committee, to whose efforts the success of the evening were mainly due.

## COTTON AND YARN MARKET.

Messrs. S. D. Setna & Co., of Hongkong, in their market report covering the period from July 18th to 31st, state:—Cotton.—There is no stock, and there is nothing doing. Reported (nominal) quotations:—Indian at 45 to 45 1/2 per picul; Chinese at 35 to 36 per picul. Indian Yarn.—Limited arrivals, high rates ruling in India, and the demand from the consuming districts had the effect of strengthening the market. Prices show a substantial rise of from 5 to 10 p. bale all round. Sales are reported of about 4,500 bales, comprising about 3,400 bales of No. 10s; 650 bales of No. 12s; and 450 bales of No. 20s. Reported closing quotations:—\$220 to \$250 for No. 10s; \$245 to \$255 for No. 12s. Unsold stock is estimated at about 2,000 bales. Sold but uncleaned stock is computed at about 20,000 bales. The market closes firm. Sundry Articles.—The very big rise in the price of food commodities and the rise of rice to an unprecedented figure of 35 p. picul has had the effect of producing much slackness of demand in the market, and a very limited business has been done at low rates.



## LAUNCHING OF THE "WAR BOMBER."

MRS. A. G. M. FLETCHER PERFORMS THE CEREMONY.

Another step in the march of progress of the shipbuilding industry in this Colony was taken, yesterday morning, when the "War Bomber," built to the order of the Shipping Controller by the Hongkong and Whampoa Dock Company, was successfully launched in the presence of a large gathering.

The "War Bomber" is 8,000 tons dead-weight, and on trial a speed of 18 knots per hour is anticipated.

Those present at the ceremony, were H.E. the Officer Administering the Government (the Hon. Mr. Claud Sverin, C.M.G.), the Hon. Mr. A. G. M. Fletcher (Colonial Secretary), and Mrs. Fletcher, Commodore Gardner, R.N., and Miss Gardner, Sir William Ross Davies, K.C. (Chief Justice), the Hon. Sir Paul Chater, C.M.G., Mr. Justice C. D. McJannet, the Hon. Mr. H. E. Pollock, K.C. (Acting Attorney-General), and Mrs. Pollock, the Hon. Mr. W. Chatham, C.M.G., and Mrs. Chatham, the Hon. Mr. E. D. C. Wolfe and Mrs. Wolfe, the Hon. Mr. S. H. Dodwell, the Hon. Mr. E. V. D. Parr, Lieut. Col. Cross and Mrs. Cross, Capt. Basil Taylor and Mrs. Taylor, Commander Beckwith, Lieut. Commander Kilgour, Capt. Baker, Mr. and Mrs. F. C. Hall, Messrs. H. J. Gedde, H. P. Smith, J. H. Wallace, G. A. Barton, D. K. Blair, R. F. Keeley, L. E. S. Hodge, and Mr. R. M. Dyer (Chief Manager).

The visitors were accommodated on a gaily decorated platform, adjacent to the new vessel. Mrs. A. G. M. Fletcher released the vessel, and broke the customary bottle of champagne against the bows in christening it. The ship took the water majestically, amid the cheers of the crowd and the blowing of sirens.

An adjournment was then made to the offices of the Company, where the "War Bomber" was enthusiastically toasted.

Sir Paul Chater, the Chairman of the Company, addressing those present, said: "Your Excellency, Ladies and Gentlemen, it gives me great pleasure to welcome you here to-day upon the occasion of the launching of the good ship 'War Bomber,' the third vessel floated from this yard to the order of the Shipping Controller since 1917. As Mr. Dodwell said when the 'Kant Snipe' took the water in March last, such an affair was, not so long ago, regarded as a great event in the Colony; but if we continue at our present rate, and have no reason to doubt that we shall do so, the launching of vessels of even greater size than this one will become so ordinary an event as to call for no special ceremony or notice. I have been associated with the Hongkong and Whampoa Dock Company for more years than I should like to tell you, and have marked its constant growth and expansion. In its early days, its energies may be said to have been confined practically to repair work, the building of launches and lighters, etc. Such ambitious work as the building of ocean-going steamers did not then come within the scope of its practical policies. It was not until 1904 that we made our first serious effort at shipbuilding, when the vessel 'Kant Snipe,' a vessel of 3,307 tons, with triple expansion engines and twin screws, was launched by the Dock Company to the order of the China Navigation Company. This boat, like the well-known 'Johnny Walker,' is 'still going strong' (laughter). The fact that we have already sent out three steamers of the class we are dealing with to-day and that we have many more in course of construction, I think, fully established our ability to compete successfully with dockyards at home. All the ships we have floated have more than fulfilled their expectations and requirements, and I may tell you that since the cessation of hostilities these vessels have been sold for good prices to some of the leading ship-owning companies, and further that we have many enquiries from home concerns for the building of ships out here. (Hear, hear.) Our facilities for this class of work are expanding rapidly, and I predict the day is not far distant when we shall enjoy a constant stream of this class of work. Our great handicap at present is, as I think I said on a former occasion, the prohibitive cost of coal, but when the day comes, and it must come soon, that we get the bulk of our supply of this commodity from the immediate neighbourhood in the Kwangtung Province, we shall go ahead faster than ever. I have now to tender our hearty thanks to Mrs. Fletcher for so kindly attending to perform the christening ceremony, to ask her acceptance of a small souvenir of the occasion, and to invite you all to join me in drinking prosperity and a successful career to the 'War Bomber.' (Applause.)

After the toast had been enthusiastically drunk, Mrs. Fletcher was presented with a diamond and platinum wristlet watch. The Hon. Mr. A. G. M. Fletcher, having acknowledged the compliment on behalf of his wife, proceeded: I think the launching of this ship is a timely advertisement that Hongkong is doing business as usual. The world generally seems to find it almost as difficult to get on in peace as in war. We have our local difficulties, and our present particular cross is the rice question. In this connection, I might mention how much the Government is obliged to the Dock Company for the concession of a special rice allowance to its employees, and they hope that all other employers in the Colony will pursue a similar course. The Chinese is a man of sound common-sense and is anxious to

keep the even tenor of his way quite undisturbed by, and unresponsive to, any of the outside alarms and excursions. I believe the work generally which has been done in this yard is equal to the best work done in the United Kingdom. (Applause.) We all know how great a part in this result is played by the Chinese artisan. One thing has struck me, namely, the comparative lack of Chinese engineers in this Colony. I understand there are a number of students passing regularly through the Engineering Faculty of the Hongkong University, and I believe that the yard offers them great facilities for training, with the concession that if they take their degree the time spent counts towards their apprenticeship. I fear this privilege is not availed of to the extent it might be, and, without knowing the reason, I may say it seems to me rather a pity that this unrivalled opportunity afforded by the shipbuilding industry in Hongkong, where the practical and technical courses go side by side, is not more widely utilised. I am glad to hear, from Sir Paul Chater that his well-known optimism is as incurable as ever. Hongkong owes a good deal to that optimism, and, as it has been justified in the past, I feel confident that it will be so in the future, and that before long, with the coming of coal to Hongkong, and no doubt that will come in the near future, and with Hongkong made steel, the Hongkong and Whampoa Dock Company and the Colony generally will flourish like the proverbial bay tree. I wish success to the Dock Company. (Applause.)

His Excellency, Sir Paul Chater, ladies and gentlemen, I have to thank the Hongkong and Whampoa Dock Company for their great kindness in asking us all here to-day to see the 'War Bomber' launched. Sir Paul Chater seems to indicate that the ships will be going off the slips so soon after each other in the comparatively near future that ceremonies of this kind will not be held. Of course you can say we should miss that very much, but we recognise that if the ships fly off at that rate it would be almost impossible to arrange an equal number of elaborate ceremonies. I will ask you to drink to the success of the Hongkong and Whampoa Dock Company, coupling with it the name of Mr. R. M. Dyer. (Applause.)

Mr. Dyer, in reply, said: Your Excellency, ladies and gentlemen, it is very kind of you, sir, to associate my name with the toast of the Dock Company. Sir Paul Chater has remarked on the progress the Company has made in shipbuilding. Especially has he been a director. I think that shipbuilding, during the last few years of his connection with the company, has been more developed than ever it was before. Two years ago, on the third anniversary of the war, we launched two ships—the 'Prosper' and the 'Giant'—and it is a curious coincidence that both these vessels are in harbour at the present time. The gross weight of both was about 8,000 tons. A year ago we launched the 'War Drummer,' of 5,000 tons capacity, and to-day we launch the 'War Bomber,' which is about 80 per cent bigger. I hope that the next time you come over you may see something much larger than the 'War Bomber.' (Applause.) One thing we have learned in the last few years, and that is that we are able to build anything in Hongkong. I was particularly struck by the remarks which Mr. Fletcher made in connection with the training of engineering students, in whom I have always taken a great interest. The purely academic arrangements in Hongkong are, perhaps, as good as they can be, but it seems a pity that afterwards the students do not take advantage of the training offered them in the dockyards of the Colony. A College education is very good, but practical training is much better. (Applause.)

**DESCRIPTION OF VESSEL.**  
The 'War Bomber' is of the 'B' Class, Standard type, having dimensions 400 ft. between perpendiculars, 52 ft. breadth moulded, 31 ft. depth moulded. There are two steel decks and poop, bridges, and forecastle decks. The machinery is amidships. Seven watertight bulkheads, carried to the upper deck, form four general cargo holds and 'tween decks, reserve bunker, and peaks. The bridge space is fitted for general cargo or coal, and the forecastle for cargo or ship's stores. The main and derrick arrangement has been revised to be suitable for Manchester Canal trade, and an up-to-date system adopted for the quick handling of cargo, double derricks of 5-ton capacity and two 7' x 12' steam winches working each hatch. All the auxiliary machinery on deck is steam-driven. Water ballast or oil may be carried in the double bottom extending all fore and aft, and water ballast in each peak tank. Accommodation on the bridge is provided for Captain, Officers, and Engineers, and for the crew in the poop. All accommodation is fitted with electric lights and fans.

The vessel has been built to Lloyd's highest class, and when fully laden, will carry a total deadweight of 8,000 tons. On trial, a speed of 18 knots an hour is anticipated. The vessel will be propelled by one set of triple expansion surface condensing engines, driving through a line of forged steel shafting a cast-iron propeller. The dimensions of the cylinders are 27" diameter; i.p. 44" diameter; l.p. 72" diameter, each with a stroke of 48".

(Continued at foot of next column.)

## CANTON NEWS.

CANTON, July 31st.

## THE CIVIL GOVERNORSHIP.

The four representatives sent to Canton to express the views of the Cantonese in Shanghai upon the Civil Governorship, arrived the other day. They called on the authorities and the principals of various Associations, and have requested the authorities to have the question settled early.

Owing to the delay in the appointment of the Civil Governor, the Committee of the General Chamber of Commerce and the nine Charitable Institutes, who had recommended Lung Kin-chang for the post, have now substituted Chan Lim-pak, compradore of the Shanghai Bank in Shanghai. The newspapers, however, continue to urge the claims of Lung Kin-chang.

Other reports state that Chang Kam-fong, the acting Civil Governor, is trying to secure the post permanently for himself. Chang has recently entertained the M.P.s, the journalists, and the principals of various Associations at his gunies, and has expressed to them his desire to retain the appointment.

## THE PROVINCIAL ASSEMBLY.

In connection with the free fight in the Provincial Assembly, it is reported that the two parties had intended to fight again at the meeting on July 29th. They were armed with iron sticks, iron-bars, and swords, as they had made up their minds for a final match. Fortunately these intentions were discovered and frustrated.

## THE QUESTION OF SHANTUNG.

Luk Ching-chang has reported to the Peking Government that, in regard to the Shantung question, the American Government has proposed a settlement on the following conditions:—(1) to restore the sovereignty of Shantung to China; (2) to restore Tsingtao to China; (3) Japanese troops to evacuate Shantung within a specified period; (4) the special rights which the Germans had secured in Shantung; and to which Japan has claimed to be the successor, to be returned to China; the Chinese Government offering a certain sum to the Japanese troops to cover the cost of evacuation; (5) Tsingtao to be opened as a Treaty port; (6) the railways already constructed to be supervised by the Chinese and Japanese authorities and special police formed to protect them; (7) railways which have not been constructed, but the construction of which has been promised to Japanese contractors, to be constructed by the Japanese, but the supervision of these railways to be maintained by China in future; (8) China to sign the Peace Treaty.

The Peking Government has replied to Luk that the first five conditions will be accepted with pleasure. In regard to the sixth and seventh conditions, the Government desires the abolition of the special police, and the abolition of the agreements (if any) mentioned.

It is added that China will sign the Peace Treaty at any time if the above conditions are complied with.

## MILITARY AFFAIRS.

A message from Shantung states that since the unsuccessful attempt on the life of Commander Lam-tu, the Defence Commissioner of Shantung, martial law has been strictly enforced.

It is stated that Lam has taken every possible step to prevent trouble, as he has received information that a certain person is endeavouring to influence his forces to rise against him.

The authorities have also received reports that Yuan-tai, who raised a revolution in Kongmoon some time ago, has recruited a large gang of bandits in the Tung-koon, and Pe-on districts for the purpose of creating further trouble. It is expected that he will first attack Tung-koon district city.

Steam is generated in three single-ended boilers 15" by 6" internal diameter by 11' 6" mean length, constructed to Lloyd's requirements for a working pressure of 180 lbs. per square inch, and working under Howden's system of forced draught with closed shaft and heated air.

No. Donkey-boiler is provided in these vessels, steam for auxiliaries in engine-room, and for windlass, winches, etc., on deck, being supplied from main boilers. The auxiliary machinery consists of one Weir's feed-pump, one Weir general donkey-pump and one Weir ballast-pump of the simplest type. The feed-water for the boilers is filtered and heated by a special arrangement in the air-pump beltwell. Cooling water for the condenser for the main engines is supplied by an independent steam-driven centrifugal circulating pump. This pump is fitted with a bilging connection 12" bore, which would enable the full capacity of the pump to be utilized in the event of the vessel being flooded from any cause. An evaporator is capable of producing 25 tons of fresh water per 24 hours. A winch condenser of the non-vacuum type is fitted in the engine-room, complete with all connections for dealing with the exhaust steam from deck winches. The air-supply for the forced draught system is obtained from a Howden-fan, driven by an independent steam engine situated in engine-room, and with a steam-driven dynamo for supplying the necessary electric light.

The stokehold, a double cylinder steam-driven ash-boiler is fitted, with suitable gear for removing the ashes from the stokehold.

## THE RICE SITUATION.

A DEMONSTRATION BY HOOLIGANS.

The class of Chinese whom the Hon. Mr. Lau Chu-pak has described as the "hooligans of the Colony" caused a big disturbance in the Central District shortly after 3.30 p.m. yesterday.

It appears that a big Chinese dealer, of No. 110, Connaught Road West, had purchased 87 bags of rice from a shop in Millman Street, and was transporting them to his shop in four large trucks. The passage of this rice through the streets excited an outburst of feeling among the coolies, of whom several hundred made frenzied attacks on the trucks. They devoted their attention to the first two trucks, and worked with such expedition that they completely cleared them before the Police arrived.

The Police were alarmed by the blowing of innumerable whistles, and a very large crowd turned out, among those early on the scene being the Capt. Superintendent, the Hon. Mr. E. D. C. Wolfe. In the face of extreme disorder and the taunts of the crowd, the Police behaved with admirable restraint, in many cases seizing the rice which was being carried away and letting the men escape.

The rice dealer lost 44 bags of rice, each valued at \$27, and of this the Police have recovered five bags. It is suspected that much of the rice was taken on to boats in the Harbour. The two remaining trucks were intact. The whole affair lasted half-an-hour. The Police arrested three men, who will be produced at the Magistrate's to-day.

Yesterday's demonstration opens up the question of how many Chinese there are in the Colony to-day unemployed and living by means of stealing. With rice scarce and high prices ruling, it has been suggested that the Police should return some of these undesirable characters to Canton, and keep an effective check on the class of Chinese coming to the Colony and increasing the food difficulty.

## DARING THEFT IN THE HARBOUR.

At the Magistrate's, yesterday, before Mr. R. E. Lindell, Sergt. Pincoff, of the Water Police, charged nine Chinese with the theft of a large quantity of rice from a steam lighter in the Harbour.

A Chinese importer, of Wuchow, said that he brought a shipment of about 300 piculs of rice on the steam lighter, 'Kung Cheong,' from Wuchow to Hongkong, to be delivered to a local rice-dealer named 'Kung Cheong.' At about 5.15 p.m. on Wednesday the rice was being shifted into a lighter for transshipment to the rice dealer's shop, when a sampan, containing nine men, came alongside. The coolies in the sampan got into the steam lighter and commenced putting the rice into the sampan. They had taken 7 bags, each containing 70 to 80 catties, when the Police launch came along and arrested them.

Inspector Gordon said that two lags had been jumped into the Harbour. The Police seized, in the sampan, six bags, one of which had been dropped into the sea and pulled out before it sank. The steam lighter was in the junk anchorage and the Police launch was close by, so that the Police caught the thieves in the act. It was not a case of hungry men made desperate. The defendants, nearly all of them, had money in their possession when arrested.

Mr. Lindell said that fact would come out later. The first defendant said that the complainant had promised him 10 piculs of rice at \$11 per picul, and he went to the lighter to take delivery. The transaction was at 7 o'clock on Wednesday morning on the Ping On wharf.

The remainder of the defendants said that they were coolies employed by the first defendant to move the rice.

Sergt. Pincoff deposed that shortly after 4.30 p.m. on Wednesday he was on duty on the Police launch when he heard unusual noises from the junk anchorage. He steamed to the scene, and saw the complainant in a lighter. The complainant said that some men had come in a sampan and stolen some rice. At this time the sampan was a few yards away, and the Police arrested all the eight occupants. The other defendant was arrested on the lighter to which the rice was being unloaded, the complainant having pointed him out as one of the thieves.

The complainant, recalled, could not identify the man who had been arrested on the lighter as distinct from those who had been arrested on the sampan. He denied having pointed out the man to Sergt. Pincoff.

Sergt. Pincoff said he was sure the complainant had pointed out the man in question as having been one of the thieves.

The complainant again denied this, and Mr. Lindell therefore discharged the man (defendant No. 8). The first defendant repeated his story that he went to take delivery of rice which he had engaged to purchase from the complainant. After he had taken two bags from the lighter into the sampan, the complainant changed his mind and said he could not sell the rice to him at \$11, as another man was willing to pay him \$15 per picul. When he asked the complainant why he had changed his mind so suddenly, the people on the lighter began throwing firewood and other things at him and his coolies. Then the Police arrived and arrested them.

Asked what his occupation was, first defendant said he was a truck-coolie employed by a fish-dealer. His master intended to pay for the rice.

The case was adjourned at this stage for half-an-hour while an attempt was made to find the master in question. The master had gone to Canton, but a shop kept in evidence, said he had asked first defendant to buy two piculs of rice some days ago.

Mr. Lindell said the first defendant appeared to be the ringleader, and sentenced him to three months' imprisonment. The second defendant, who had a previous conviction, was sent to prison for six weeks, and the remaining 6 men for seven days each.

## THIS WEEK

try the following.

We are making special prices for the goods enumerated below for one week only—

|                                               |         |          |
|-----------------------------------------------|---------|----------|
| Australian Biscuits                           | per tin | 80 cents |
| Asparagus, American                           | " "     | 50       |
| Chiver's English Orange Marmalade             | " "     | 40       |
| Van Camps' Sardines in Olive Oil 1 tins       | " "     | 30       |
| "Sapphire" Sardines in Olive Oil 1 tins       | " "     | 50       |
| "Crisco" for Frying Pastry & Cake Making      | " "     | 90       |
| Scotch Black Puddings                         | " "     | 60       |
| White                                         | " "     | 70       |
| Bologna Sausage in tins                       | " "     | 60       |
| English Brawn                                 | " "     | 70       |
| "IXL" Tasmanian Jams in 2lb tins              | " "     | 40       |
| Lever's Savon Surfin a la Rose, 3 tabs in box | box     | 50       |
| Pearl Barley                                  | lb      | 15       |
| Lemon Drops in 1lb tins                       | tin     | 40       |

LANE, CRAWFORD &amp; CO.

The Robinson Piano Co., Ltd.

Agents for  
Brinsmead  
Chappell  
Estey  
Challen  
Hamilton

## MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

## THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 & 48, Connaught Road, Central, Hongkong; Telephone No. 1239 & 1230. Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 3383. Branch Factory: Wing Hing Street, Causeway Bay, Hongkong. Cable Address: "HINGWAH."

**Powell Ltd.**  
TELEPHONE 346

**SMART NECKWEAR**  
DISTINCTIVE IN DESIGN AND OF A DEPENDABLE QUALITY.

**PLAIN COLOURS**  
IN THE MOST FASHIONABLE SHADES, INCLUDING KHAKI.  
INSPECTION INVITED.



## NEW ADVERTISEMENTS

IMPORTS AND EXPORTS DEPARTMENT.  
NOTICE.

THIS DEPARTMENT will be Open for all purposes till Noon, on MONDAY, AUGUST 4th. Licensed Warehouses will be entirely closed on that day.  
C. W. BECKWITH,  
Superintendent.  
Imports and Exports.  
Hongkong, July 31st, 1919. [1056]

## ROYAL HONGKONG GOLF CLUB.

THE BIG COURSE at FANLING will be Open for play on SATURDAY next, AUGUST 2nd.  
BY ORDER OF THE COMMITTEE.  
Hongkong, July 31st 1919. [1049]

## ROYAL HONGKONG GOLF CLUB.

THERE will be a MIXED COMPETITION on the Deep Water Bay Course on SATURDAY, SUNDAY and MONDAY, AUGUST 2nd, 3rd and 4th. Medal play under handicap. Players to arrange their own opponents. No entrance fee. [1050]

## NOTICE.

WE ARE REMOVING our Office from AUGUST 4th, from No. 1, Duddell Street to 41, WYNDHAM STREET.  
CURRIMBOY & CO., LTD.  
Hongkong, August 1st, 1919. [1061]

## A. S. WATSON &amp; COMPANY, LTD.

OWING to the GREATLY INCREASED Price of Sugar, the price of all our SWEET waters will be advanced Five Cents per dozen, as from this date, until further Notice.  
A. S. WATSON & CO., LTD.  
Hongkong, August 1st, 1919. [1067]

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the INDO-CHINA STEAM NAVIGATION COMPANY LIMITED, will be held at the Office of Messrs JARDINE, MATHESON & Co., Ltd., No. 6, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 20th day of AUGUST, 1919, at 11.30 o'clock in the forenoon, when the subjoined Resolution will be proposed as an Extraordinary Resolution, viz:—

That the Articles of Association of the Company be altered as follows:—

- (1) By inserting in Article 21 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares";
- (2) By adding at the end of Article 28 the following words: "but any director appointed shall hold office only until the next following Ordinary General Meeting of the Company, and shall then be eligible for re-election";
- (3) By adding the following new Article to be numbered 89a, viz:—  
"The Company may by a Special Resolution remove any Director before the expiration of his period of office";
- (4) By striking out the word "forfeited" in the second line of Article 135 and inserting in place of such word the word "utilized" and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "until claimed";
- (5) By inserting in Article 141 after the word "served" in the sixth line thereof the following words: "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London".

Should the above resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such meeting will be held on Wednesday, the 10th day of September 1919, at the same time and place for the purpose of considering and, if thought fit, confirming such resolution as a Special Resolution accordingly.

By Order of the Directors,  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Dated 1st day of August, 1919. [1068]

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, AUGUST 4th, 1919.  
Hongkong, July 30th, 1919. [1062]

## G. R.

## NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce photographs or identification papers.  
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.  
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.

## INTIMATIONS

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1919, will be PAYABLE on TUESDAY, AUGUST 6th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30th to TUESDAY, August 5th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
JOHN ANOLD,  
Acting Secretary.  
Hongkong, July 29th, 1919. [1025]

## HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF NINE PENCE per Share on account of the year 1919 has been declared.  
The DIVIDEND will be payable on and after MONDAY, the 25th day of August, 1919, to Shareholders on the Register on MONDAY, the 11th day of August, 1919, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2/6 per Dollar.  
By Order of the Board of Directors,  
W. E. ROBERTS,  
Secretary.  
Hongkong, July 29th, 1919. [1043]

## SHELL TRANSPORT AND TRADING COMPANY, LIMITED.

WE have been requested by the above Company to announce that a new share will be issued at par to shareholders on the 13th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.  
Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919".  
Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. STABBS,  
Chief Manager.  
Hongkong, July 24th, 1919. [1034]

## AMUSEMENT CONCERN FOR SALE.

Known as  
THE LUNA PARK.  
A BIG MONEY-MAKING PROPOSITION.  
Formerly run by Mr. BARRIS.

CONSISTING of a Modern Carroussel or Merry-Go-Round to carry Sixty four persons, including Automatic Organ worked by Electricity, Ocean or Circling Wave with Organ and Motor, Joy Wheel with Motor and Magneto, Base Ball or Doll Hitting Amusement Show, Dart Gallery, Laughing Gallery of Quaint Mirrors with Automatic Electrically worked Piano, Show-glass Gallery with set of diverse Targets, Fencing or Strength Testing Machine, One Man and One Horse Steam Engine, two Gasoline Motors and a Cinema Tent.  
The Above is to be seen in Singapore and to be sold as a whole for immediate delivery.  
Price \$50,000 or nearest Offer.  
Offers and Applications for full particulars to be addressed to TAN CHENG KEE & COMPANY, 87, Waterloo Street, Singapore. [1033]

## AGENCY WANTED.

RAW SILK for LYONS. Old and serious Firm desires to act as Agent for Firm of CANTON and SHANGHAI Raw Silk Exporters. Very good connections. Highest references and guarantees (Hongkong and SHANGHAI BANKING CORPORATION and others).  
MUGGIANI & BERTHOLON,  
14, Rue Desirée, Lyon. [1028]

## TO LET.

NO. 102, THE PEAK, 4-Roomed House at the Peak.  
Apply to—  
PERCY SMITH SETH & FLEMING  
[1022]

## TO LET.

FURNISHED at the PEAK, No. 4, Stewart Terrace.  
Apply—  
H. E. POLLOCK,  
Supreme Court.  
[1037]

## TO LET.

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying Room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden. Possession July 15th.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings.  
[1041]

## THE PEAK.

FOR SALE. A FIVE-ROOMED Residence.  
For particulars apply to—  
"I.Y.Z."  
Care of "Daily Press" Office. [1042]

## INTIMATIONS

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FLAVOURED with instructions from H. F. O. CARSTENSEN, Esq., will sell by Public Auction, TO-DAY (FRIDAY), August 1st, 1919, at 2.30 P.M., at No. 6, Morrison Bill.

## EXCELLENT HOUSEHOLD FURNITURE

Comprising:—  
Blackwood Furniture, Iron Bedsteads, Tables, Carpets and Rugs, Brass Fenders, Overmantels, Brass Ornaments, Sofas, Easy Chairs, Occasional Tables, extension Dining Table, Bevelled Mirror, Wardrobes, Hat Stands, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Wash-stands, Cooking Stove, Cutlery, Toilet Sets, Electric Reading Lamps, Cabinets, Side-boards, and a long list of Sundries.  
Catalogues will be issued.  
Terms:—Cash on Delivery.  
Hongkong, July 24th 1919. [1048]

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FLAVOURED with instructions from The Concerned,

will sell by Public Auction, TO-MORROW (SATURDAY), Aug. 2nd, 1919, at 2.15 P.M.,

at his Sales Room,

## HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curious, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Table Cloths, Hat Stands and a long list of Sundries.  
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Hongkong, July 24th, 1919.

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20 cases Medoc qts Lalande & Co.  
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10 " 5 years Old Red Port.  
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Hongkong, August 1st, 1919.

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The Daily Press.

Hongkong, August 1st, 1919.

## A RAPIDLY DEVELOPING LOCAL INDUSTRY.

If the local shipbuilding industry continues to develop at the rate which has been maintained during the past two or three years the forecast made by the Hon. Sir PAUL CHATER, C.M.G., Chairman of the Hongkong and Whampoa Dock Co., Ltd., yesterday, will be realised before long, and the launching of big ocean-going ships will become so ordinary an occurrence as not to attract any particular attention. Already these ceremonies are following very closely one upon another, for the reputation of Hongkong as a shipbuilding centre has travelled far afield, and the confidence has been won of the greatest shipping authorities in the world. It is only two months ago that the Taikoo Dockyard turned out the *War Driver*, to standard design, and, though bigger ships had been constructed in that yard, this was the first order executed for the British Government. At the moment there are three sister ships on the stocks. Yesterday, the third vessel to be floated from the Hongkong and Whampoa Dock Co.'s yards to the order of the Shipping Controller since 1917 took the water. She was christened the *War Bomber*, and will carry a total deadweight of 8,000 tons during her trials. The progress which has been made locally in the industry is illustrated by the fact that this Company's first serious effort at shipbuilding was represented by the *Kintia*, a river steamer of 3,297 tons, in 1904. On that occasion, as on the present, Sir PAUL CHATER, who has been jealously described by the Hon. Mr. FLETCHER as "an incurable optimist," predicted that it was but the forerunner of greater achievements, and, as he has had the satisfaction of seeing his prophecy fulfilled, we may repose confidence in his judgment as to future development.

Indeed, Mr. R. M. DYER holds out the prospect that those invited to the next launching ceremony will see "something much larger than the *War Bomber*." "One thing we have learned during the past few years," he says, "is that we can build anything in Hongkong." The shipyards are rapidly extending their facilities for new construction, and, as constant inquiries are being received from Home, it certainly seems probable that the day is not far distant when a regular stream of this class of work will flow to them. It has been demonstrated beyond all question that ships can be built as successfully in this Colony as in the United Kingdom, and the determining factor, we suppose, will be relative cost. There is an unlimited supply of Chinese labour available that produces excellent results under European supervision, and before long the Faculty of Engineering at the Hongkong University should furnish men thoroughly qualified to share this responsibility. At present, apparently, the students do not appreciate the truth contained in the old saying that "an ounce of practice is worth a ton of theory," and consequently they neglect to take advantage of the unique opportunities which the local dockyards offer them for combining practical training with their academic studies. There is every reason to expect, also, that the deposits of coal and iron which are known to exist in Kwangtung and Kwangsi will soon be made accessible. That will remove two very serious disadvantages from which industry in this Colony now suffers in being so far from the source of supply of these basic requirements. To-day Hongkong depends for all the coal it consumes upon Japan, North China and Indo-China, and for all the iron and steel it uses upon America and Europe. With the raw materials lying close at hand the continuance of this state of affairs in an absurdity, which should disappear when normal conditions are restored in China. For years past foreign enterprise has been ready to exploit the mineral resources of the Republic, but the official attitude has been discouraging. With the spread of enlightenment and the increased need for developing the latent wealth of the country in order to defray the heavy cost of civil war, it is probable that the reforms in the mining laws recommended a couple of years ago by the Commission which was ably assisted by a Canadian expert, Mr. G. C. LINDAY, K.C., will be withdrawn from the official pigeon-hole.

The big course at Fanling will be open for play to-morrow.

There will be a mixed competition on the Deep Water Bay Golf course this week-end.

There will be a service on Sunday evenings in August at the Peak Church at 6.30 o'clock.

Three cases (two deaths), of cerebro-spinal fever were reported in the Colony on Wednesday.

A *Gazette Extraordinary* announces that Formosa (all ports), the Pescadores, and Shanghai have been declared places at which an infectious or contagious disease prevails.

An extraordinary general meeting of the Indo-China Steam Navigation Co., Ltd., will be held on August 20th to consider proposed alterations in the Articles of Association.

Shortly after 8 o'clock last night an armed robbery by Chinese was reported from a house in Wing Lok Street. The details are not available, as the Police are investigating the matter.

If "A Suffering Man with a Family to Support" will send us his name and address, in confidence, we will publish his letter; otherwise, we have no alternative but to consign it to the waste-paper basket.

Telegraphic information has been received that Sir Reginald Stubbs, the new Governor, and Lady Stubbs will leave England for this Colony on August 8th by the P. and O. *Khina*, which is expected to arrive at Hongkong on September 19th or 20th.

The Rev. A. J. Stearns, M.A. (Cam.), has been appointed Chaplain and Assistant-Master at the Diocesan Boys' School, Hongkong, and will begin duty in September. From 1915-1918 Mr. Stearns was Chaplain of St. Andrew's, Shanghai, and Assistant Chaplain at the Cathedral, Shanghai.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS"]

## THE NEW CABINET.

SHANGHAI, July 31st.

The Chief Northern delegate to arrange peace with the South, cannot be appointed until the new Cabinet has been formed.

## GENERAL LUNG'S TROOPS.

A meeting of the Cabinet Ministers was held to-day. It was decided to order the Military Board to pay the wages of the soldiers under General Lung in Sin-cham, near Tientsin, and to disband them.

## THE GERMAN TREATY.

Luk Tsing-chang, the chief delegate at the Paris Conference, has telegraphed to the Peking Government that there is still some hope of a settlement of the Shantung question.

The Cabinet telegraphed back to him to deal with the question carefully. It is also stated that Luk Tsing-chang will sign the German Treaty, having received instructions from Peking that he may sign the Treaty if it is not "disgraceful to China."

## THE COMMERCIAL TREATY.

The Peking Government proposes to amend the Commercial Treaty. The matter is before Parliament.

[BY COURTESY OF THE "CHINA MAIL"]

## SINGAPORE RECEIVING GERMAN SHIPS.

SINGAPORE, July 30th.

The German ships that were interned in the Dutch Indies are being handed over at Batavia.

The *Freiburg* was handed over on the 22nd, and is due at Singapore to-day. She will be drydocked for examination. Others will follow.

British captains and officers are arriving from England for the purpose of manning the vessels.

## STRAITS GOVERNOR'S DEPARTURE.

SINGAPORE, July 30th.

The Governor, Sir Arthur Young, sails about the middle of August on the *Pennbrookshire*. Mr. F. S. James, Colonial Secretary, will be Acting Governor.

[THROUGH REUTER'S AGENCY.]

## THE SHANTUNG QUESTION.

PARIS, July 29th.

A Havas message states:—  
Unofficial utterances by the Japanese Delegation indicate that the Japanese will make no statement regarding the Shantung secret pact, on the ground that they are not interested in explanations to the American Senate.

It is also denied that President Wilson cabled to Baron Makino asking him to make a statement regarding Japanese promises.

## CORRESPONDENCE.

## THE CONDITION OF BARKER ROAD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir, I should be glad if you could find room in your esteemed paper for a minor plaint amongst the many grievances aired in the Press. The Authorities are putting in a new drain in Barker Road, east of Victoria Hospital. They have been putting it in for months, and the road is in a most disgusting and dangerous condition. At the present rate of progress we see ourselves condemned to this state of annoyance for many months to come. Indeed, if the new drain is to be laid the whole length of Barker Road, three or four years will hardly see its completion. One may, however, safely assume that when the work approaches the vicinity of the residence of the Hon. Director of Public Works, it will be very considerably expedited.—I am, sir,

VICTIM.

## TYPHOON WARNING.

The following telegram has been received by the American Consulate General, Hongkong, from the Manila Observatory:—

2.15 p.m., July 31st.

Cyclone or typhoon over or near Naha, moving N.N.E.



## BRITISH LABOUR SITUATION EASIER:

LIKELIHOOD OF AN AMICABLE SETTLEMENT.

### SITUATION IN NORTH RUSSIA "UNPROMISING"

TWO SERIOUS ALLIED ALTERNATIVES.

### LORD MILNER ON COLONIAL ADMINISTRATION.

### HOME FOOD PRICES WILL NOT GO DOWN

EARLIER CABLES.  
(THROUGH WRITER'S AGENCY.)

#### BRITISH MINERS' STRIKE SITUATION EASIER.

LONDON, July 25th.

The strike situation is distinctly easier. Many miners have resumed work at Nottingham, North Stafford, Monmouth, Derby and Lancashire. The remaining men in Nottingham will resume work to-day.

#### MINERS ACCEPT GOVERNMENT PROPOSAL.

LONDON, July 25th.

The miners have accepted the Government's proposal for fixing piece rates. PIECE RATES TO BE INCREASED.

LONDON, July 25th.

It is officially announced that the Government and the Miners' Executive have reached an agreement whereby the piece rates will be increased by an average amount corresponding to ten per cent. of the reduction of the output, estimated in the Snoddy Interim Report, in order to ensure that piece-workers will not suffer any loss in their earnings.

Both sides seem satisfied, and the strike is expected to end very soon.

#### EXPORT OF COAL PROHIBITED.

LONDON, July 25th.

The Government have prohibited the export of coal from South Wales, except for British coaling stations. Coal is being despatched to areas where a shortage exists.

#### CARDIFF NOTICE WITHDRAWN.

LONDON, July 25th.

It is officially stated that the notice prohibiting the export of coal from Cardiff was due to a mistake. The notice has been withdrawn.

Although the export order from South Wales has been cancelled it is expected that trade will not become normal before August.

#### AMICABLE SETTLEMENT PROBABLE.

LONDON, July 25th.

As a result of a meeting between the Miners' Federation and the Coal Controller it is understood that an amicable settlement will probably be arranged to-morrow.

The question of pumping the pits in Yorkshire is so satisfactory that Sir Eric Geddes has returned to London.

#### YORKSHIRE MINERS' ANNOUNCEMENT.

LONDON, July 25th.

Contrary to expectations, the Yorkshire Miners' Council did not meet to-day. Mr. Smith, the President, announced that the men must be consulted before accepting any agreement arrived at between the Government and the Miners' Federation.

#### YORKSHIRE MINERS MEET.

LONDON, July 25th.

The Yorkshire Miners' Association meets to-day to consider the Government's terms. The Miners' Federation has sent an urgent appeal to Yorkshire to favour acceptance. Meanwhile, the suspension of a hundred main-line services, fixed for Monday, has been suspended.

It appears that several older Yorkshire mines have been destroyed. A number of others will be water-logged for months.

#### AT THE PRINCE OF WALES' COLLIERY.

LONDON, July 25th.

Three hundred and fifty naval men have been called in at the Prince of Wales' colliery at Pontefract and are working at sixteen pits.

#### FULL MEETING OF THE CABINET.

LONDON, July 25th.

The Premier presided at a full meeting of the Cabinet to-day. It is understood the coal position was the chief subject of discussion.

#### PREMIER RECEIVED BY THE KING.

Mr. Lloyd George, subsequently, had an audience with His Majesty.

#### YORKSHIRE STRIKE NOT SETTLED YET.

LONDON, July 25th.

The Yorkshire Miners' strike is not yet settled. The Miners' Association is awaiting the owners' proposals, but the position of the mines in South Yorkshire has improved, owing to the resumption of work by 116 winding engine-men.

#### TEN THOUSAND RETURN TO WORK.

LONDON, July 25th.

Ten thousand miners at Leigh have decided to return to work immediately.

It is estimated the strike has already resulted in a loss of 1,000,000 tons.

#### "DAILY STRIKES" WOULD CERTAINLY LEAD TO DISASTER.

LONDON, July 25th.

The Labourite, Mr. J. H. Thomas, who has just returned from a visit to America, speaking at Derby, urged the workers to remember that the country was, at present, living on borrowed capital. He did not want them to abandon the strike weapon, but it should only be used as a last resort.

The present daily strikes would certainly lead to disaster. If the Trades Unions wished to enforce their demands, they should do so in the House of Commons.

#### GERMANY.

##### NOT SO HELPLESS.

BERLIN, July 24th.

In contrast to Germany's protestations of helplessness before the signature of the Peace Treaty, Herr Schmidt, Minister of Finance, speaking in the Weimar Assembly, said: "Despite the blockade, our prospects are not so unfavourable. The soil, mines, etc., will soon be in working order."

#### STRIKE OF METAL WORKERS AND ELECTRICIANS.

BERLIN, July 25th.

Thirty thousand metal workers and electricians have struck, and are threatening to cut off the telegraphs and telephones.

#### THE INSURANCE OF OUR TRADE.

SIR DAVID BEATTY AT LEICESTER.

LONDON, July 25th.

Sir David Beatty, accepting the Freedom of Leicester, said the Navy was the insurance of our overseas trade. It had never rattled the sabre and had never been a menace to any but those who ventured to disturb peace. Germany had failed in her desperate attempt to close our overseas highways. We had to struggle for prosperity, but possessed means in our mercantile marine. These men could be relied upon to do their bit towards re-establishing our position in the mercantile world.

#### SIR DONALD MACLEAN'S TRIBUTE.

LONDON, July 25th.

In the House of Commons, Sir Donald MacLean, gratified at the reductions in the personnel of the Navy and the ships affected, paid a warm tribute to the business capacity of our Naval Administration.

#### THE STANDARD OIL CO.

AN INCREASE OF CAPITAL.

NEW YORK, July 25th.

The Standard Oil Co. has announced the issue of \$100,000,000 further capital, practically doubling its capitalisation for the purpose of pushing forward vast schemes of development.

#### EAST AFRICA.

##### LORD MILNER'S VIEWS.

LONDON, July 25th.

At the East African dinner, held at the Savoy Hotel, Sir Owen Phillips, who presided, proposed the toast of Lord Milner. He referred to the excellent opportunities existing in East Africa for those with a moderate capital and ability to work.

Lord Milner, replying, said he had endeavoured to follow in the footsteps of Mr. Chamberlain, and had initiated a new system and a new spirit in the development of non-self-governing portions of the Empire—a spirit which he hoped would be maintained by his successors.

He would give an open mind and an open ear to the representations of those actually interested in, and with experience of, the countries whose policy was entrusted to his care. We, so far, had only scratched the fringe of those great non-self-governing territories. We had a fine record for justice and humane government, but we were only at the beginning of the use of the material resources of these territories.

The Colonial administrator who took his work seriously would have the word "transportation" written in his heart. Efficient transportation by sea and land was the foundation of all great material progress and development in our Colonies.

There was the question of money and men. Wise expenditure on development was not waste, but economy. (Cheers.) Men wanted for Colonial administration were men of drive and energy, interested in the countries they were going to administer.

He paid a tribute to the men of the Colonial service who stuck to their posts during the war, under peculiar hardships. East Africa was an empire in itself. We were holding it under a mandate from the Great Powers. There was nothing in the conditions under which we held this territory which was exposed to the principles on which the existing Empire was administered. He did not desire to see, as a result of the war, a great expansion of British-controlled territory. We had to accept it, because it was a duty to the world to accept fresh responsibilities.

As regards East Africa, his misgivings were small, because the extension of territory did not involve any increase of burden.

#### SOARING FOOD PRICES.

WILL NOT COME DOWN.

LONDON, July 25th.

Mr. G. H. Roberts, the Food Controller, speaking at Dartford, held out no hope of food prices coming down. Profiteering was not the cause. If every profiteer was guillotined, the prices would not come down. The chief cause was the great destruction during the past five years, and higher wages and costs all round. The only remedy was greater production.

#### SPANISH CONVOY ATTACKED. RAIDS BY AFRICAN TRIBESMEN.

LONDON, July 25th.

The *Times* Tangier correspondent states that Raibul's followers, on July 20th, attacked a Spanish convoy proceeding past El Haad.

The garrison's position is desperate owing to the shortage of water.

Tribesmen are constantly raiding Spanish villages and looting livestock.

#### THE ARMY OF OCCUPATION.

MARSHAL FOCH DESIRES A FORCE OF 150,000.

PARIS, July 25th.

A Havas message says:— Marshal Foch appeared, to-day, before the Council of Five, and urged the necessity of having at least 150,000 men in the permanent Army of Occupation on the Rhine.

England and the United States will keep only a very limited number of men on the Rhine. France will have to supply any additional men which Marshal Foch may deem necessary.

#### GENERAL PERSHING HONOURED.

"A TRIBUTE FROM FRENCH FRIENDS."

PARIS, July 25th.

A Havas message says:— A Franco-American Committee in Paris presented Gen. Pershing with an artistic souvenir as a tribute from French friends. General Pershing said American soldiers were proud to have fought beside their French comrades. The friendship between the two nations will endure.

#### THE EX-KAISER'S TRIAL.

SUBSTITUTE CANNOT BE ACCEPTED.

PARIS, July 25th.

It is understood that the Supreme Council, in their reply to Dr. von Bethmann-Hollweg, who offers himself for trial in the place of the ex-Kaiser, will state that the Allies cannot permit a substitute as the ex-Kaiser's case is specially covered by Clause 227 of the Peace Treaty, stipulating for five special judges sitting on the Tribunal, whereas other enemy subjects will be tried before the ordinary courts.

#### SCOURGE OF BOLSHIEVISM NORTH RUSSIAN SITUATION.

LONDON, July 25th.

The *Times* correspondent in Archangel describes the situation in North Russia as "unpromising," owing to the hitberts unsuccessful operations of the new troops from England. This is also due to the difficulty caused by the lowness of water in the Dvina, the effects of the dramatic retreat of Admiral Kolchak and the attitude of the North Russians.

He relates how "Dyer's battalion," composed of ex-Bolshevik soldiers, revolted on July 7th, and killed five British officers and several Russian officers. They then, unsuccessfully, called on the Russian battalion to revolt, but, as is since known, Russian soldiers on two sectors of General Iroside's front mutinied. The correspondent says that the Bolshevik army has improved in quality, notably in gunnery, and declares that our complete withdrawal from North Russia will be not merely a military disaster but a calamity for the civilized world.

#### BRITISH FORCES NOT IN PERIL.

LONDON, July 25th.

Reuter learns that an unprecedented fall in the level of the Dvina river has occurred, but it is considered the British forces are not in peril. It is expected the river will soon rise, re-permitting the passage of our ships.

#### TWO ALLIED ALTERNATIVES.

The defection in the local Russian forces on the Onega front has materially changed the situation. The Cabinet is now reviewing the question.

Broadly, the alternatives for us are either remaining in Russia at the cost of a considerable effort or the prospect, in a very few years, of having a re-constituted Russia under German domination and control.

#### TERRIBLE CONDITIONS IN PETROGRAD.

The latest information is that "rationing" as so reduced in Petrograd that public feeding has been in operation since July 1st. Those holding workmen's certificates are given preference; those third in the food category are starving. It is practically impossible to purchase food. One pound of bread costs 130 roubles.

It is reported the Bolsheviks are keeping special trains in readiness to carry them and their families to Moscow in the event of anything happening to Petrograd.

#### ON THE ASTRAKHAN FRONT.

LONDON, July 25th.

A message from the War Office states that there is no change on the Astrakhan front.

#### ON THE TSARITSIN FRONT.

On the Tsaritsin front, the Bolsheviks claim to have recaptured a series of villages along the Volga, south of Kamshin.

#### A GOOD BAG.

Fighting east of Balashov, the Volunteers claim to have captured 800 Bolsheviks.

#### ON THE KHARKOV-POLTAVA FRONT.

The Bolshevik advance on the Kharkov-Poltava front against Kharkov has been unsuccessful. The Volunteers, having recaptured Bogodukhov, advanced 50 miles west of Kharkov, where heavy fighting is now proceeding.

#### ON THE DNIPIER FRONT.

All Bolshevik attacks on the Dnieper front against Ekaterinoslav have been beaten off.

#### A SUCCESSFUL RAID.

The War Office states that a squadron of General Denikin's Cossacks made a raid on the Astrakhan-Ursk railway, one hundred miles east of Tsaritsin, and destroyed the line in six places.

General Denikin's progress towards Kursk continues.

Fighting is proceeding west of Kharkov with varying success.

#### A BOLSHIEVIST CLAIM.

LONDON, July 25th.

The Bolsheviks claim to have reached a line 30 miles north-west of Alapaevsk and to have captured the rail-junction at Porshino, 50 miles south-west of Irbit. They also claim to have reached a line within thirteen miles of Verkhneural'sk.

#### GENERAL STRIKE SUPPRESSED.

HELMINGFORS, July 24th. A message from Petrograd states that Red troops, very sanguinarily, suppressed the general strike against the Soviet Government, especially the mobilization order.

#### THE BLOCKADE OF THE BALTIC.

PARIS, July 25th.

The Supreme Council is considering the question of the blockade of the Baltic. When the blockade against Germany was raised, the blockade against Russia was automatically abolished. Hence, it is possible that arms and ammunition can now reach the Russian Bolsheviks. The difficulty is that, as the Allies are not officially warring with the Bolsheviks, the blockade cannot, by international law, be reconstituted against the Bolsheviks.

#### MR. ASQUITH AND THE COALITION.

##### GOVERNMENT POLICY CONDEMNED.

LONDON, July 25th.

Mr. Asquith, speaking at Edgware, vigorously attacked the Government, especially condemning their policy towards Ireland and Russia. He declared that attempts to commit us further in Russia should be resisted.

He mentioned that never were there so many "place-men" in the House of Commons since the time of Queen Anne.

#### SAILORS' AND SOLDIERS' FUNDS.

TO BE CO-ORDINATED.

LONDON, July 25th.

The *Daily Express* states that the Government have decided to co-ordinate all Sailors' and Soldiers' Funds, totalling £7,000,000, and organise a more effective system of distribution and assistance.

Sir Julian Byng takes charge of the organisation, one of the chief objects of which will be to assist officers and men to emigrate to the Dominions.

#### HUNGARY.

##### A VICTORY CLAIMED.

COPENHAGEN, July 25th.

A message from Budapest states that the Hungarians claim that the "Reds" occupied Kisujfallas and Turkeve, and drove back the Rumanians across the Theiss.

The cavalry has reached Karcag.

#### A SEVERE DEFEAT OF BELA KUN'S TROOP.

PARIS, July 25th.

A message from Vienna states that M. Bela Kun's troops operating against the Rumanians sustained a serious reverse, leaving 4,000 dead.

#### A NOTE BY THE SUPREME COUNCIL.

PARIS, July 25th.

The Supreme Council has presented a Note to Hungary pointing out that M. Bela Kun's Government broke the armistice terms. The Note added that food could not be supplied, or the blockade raised, unless a Government really representing Hungary and the people was established.

#### LABOUR UNREST IN AUSTRALIA.

##### STRIKES SETTLED.

MELBOURNE, July 25th.

It is stated that the seamen have all agreed, unhesitatingly, to adopt the leaders' advice to resume work. It is estimated that the loss in wages amounts to £2,500,000.

The strike of builders' labourers has been settled. The loss in wages, in this dispute, was £100,000.

#### CYPRUS.

##### TO BE CEDED TO GREECE.

PARIS, July 25th.

A Havas message states:— General Sir Edmund Allenby has informed the Greek Government that Great Britain will hand Cyprus over to Greece next week.

#### U.S.A. ARMY MATERIAL.

AN AGREEMENT BETWEEN FRANCE AND AMERICA.

PARIS, July 25th.

A Havas message states:— The French and United States Governments have come to an agreement concerning the purchase by France of large stocks of material left by the United States Army.

#### THE BULGARIAN TREATY.

THE HITCH AGAINST AN EARLY PRESENTATION.

PARIS, July 25th.

A Havas message states:— The Peace Conference is anxious to present the Bulgarian Treaty early next week, but the dispute over the disposal of Thrace may considerably delay the presentation.

#### DELEGATION ARRIVES IN PARIS.

PARIS, July 25th.

The Bulgarian delegation has arrived.

#### CANTEN PROFITS.

##### HOW THEY ARE TO BE DISPOSED OF.

LONDON, July 25th.

The Government have approved of an organisation for the disposal of canteen profits accumulated during the war. The sums involved are considerable, and will be devoted to the benefit of disabled and discharged officers and men, and to the benefit of widows, children and orphans of deceased officers and men. Provision will be made for the social and recreative benefit of ex-officers and men. It will also be used to benefit officers and men on service, as regard recreation, etc.

Of the sum involved, a proportion belongs to the troops of the Dominions Colonies and India, which proportion will be deducted and transferred to those concerned. The organisation will not be connected with any Government department.

#### CHIEF OF THE GENERAL STAFF.

##### FIELD-MARSHAL SIR HENRY WILSON.

LONDON, July 25th.

Speaking at the House of Commons banquet in honour of Sir Henry Wilson, Chief of the Imperial General Staff, Mr. Lloyd George eulogised Sir Henry Wilson's services in the despatching of an expeditionary force and saving France and Europe.

Mr. Lloyd George, toasting Sir Henry Wilson, referred to his tactfulness in smoothing differences between the Allies, as well as his astounding foresight. Alluding to Sir Henry Wilson's part in securing unity of Command in the field, Mr. Lloyd George added that, when unity of Command had been established, its success was due largely to the complete loyalty with which Sir Douglas Haig accepted it and worked it. It was right that that should be known. It was also due largely to the unwavering support which Sir Henry Wilson gave to the genius of Marshal Foch.

He announced that Sir Henry Wilson would be promoted to the rank of Field-Marshal.

The company included the Cabinet Ministers and Marshal French.

#### A DEFINITE TRADE POLICY DIFFICULTIES CONFRONTING THE GOVERNMENT.

LONDON, July 25th.

Replying to a deputation of the National Union of Manufacturers, the Premier stated that, in view of the present grave Labour unrest, it was very difficult for the Government to attempt to formulate a definite trade policy, but they hoped to do so, and make an announcement prior to the Recess.

It was quite impossible, however, to give legislative effect to such a policy at present. He thought the proper course would be to extend the restrictions expiring on September 1st until Parliament had an opportunity to deal with the matter.

#### HIGH TARIFFS IN THE U.S.A.

##### FIRST STEP TOWARDS PROTECTION.

WASHINGTON, July 25th.

A Committee of the House of Representatives of the Canadian Reciprocity Act. This is interpreted as the first step towards erecting high tariffs to protect American products.

#### AUSTRIA.

##### FOREIGN SECRETARY RESIGNS.

COPENHAGEN, July 25th.

A message from Vienna states that the Foreign Secretary, Dr. Bauer, has resigned, owing to the failure of his efforts to open negotiations with Italy regarding the southern frontiers.

#### RESIGNATION WELL RECEIVED.

VIENNA, July 25th.

Dr. Bauer's resignation has been received with general satisfaction, since he was undoubtedly anti-Entente and meddled in Franco-Italian relations. It is expected that his resignation will expedite the signing of the Austrian Treaty.



TO-NIGHT!

TO-NIGHT!

By special arrangement  
with the management of the  
**CORONET THEATRE**  
F. MARSHALL SANDERSON PRESENTS

D. W. GRIFFITH'S  
Spectacular and historical ten part drama

# "INTOLERANCE"

the greatest film of its kind ever produced and the only \$2,000,000  
picture in existence, one single scene costing more than the entire production

"The Daughter of the Gods."

Showing at 9.15 p.m. only.

Prices \$3.00 & \$1.50. Booking at Robinson's.

Note.—There will be no performances at less than the above prices,  
Mr. Griffith's instructions being "the best picture house in each town and the  
highest prices ever charged to see a picture."

## GOLDSMITH AT THE VICTORIA.

TO-NIGHT the VICTORIA is again projecting the World-Famous Novel of  
Goldsmith, "The Vicar of Wakefield."

To all lovers of a perfect picture the management of the Victoria confidently recommends  
it to their Patrons. It is produced by Mr. Frederick Ward and associated with him is a  
wonderful cast.

You must not miss this opportunity of renewing your acquaintance with this English  
Classic. Good wine needs no bush.

It is a seven-part picture and, in spite of the prohibitive price the Victoria has paid for  
it, there will be no increase in prices.

Booking at ANDERSON'S.

PRICES AS USUAL.

OUTLER, PALMER & CO'S

NAPIER JOHNSTONE'S  
SQUARE  
BOTTLE WHISKY



SOLE AGENTS IN HONGKONG  
AND SOUTH CHINA  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are  
now OPEN after extensive repairs.  
Reading and Writing Rooms, Billiard  
Room (two tables), Restaurant, Concert Hall  
and Meeting Room.  
Sleeping Accommodation—33 Cabins and  
10 Beds in Dormitories.  
All men of the Merchant Marine, R.M.  
navy and Army are welcome to use the  
Institute.

[110]



BY ROYAL WARRANT  
TO H.M. THE KING.

## Quality.

With LEA & PERRINS' SAUCE, a few  
drops: sprinkled over the meat, fish or  
cheese, &c., are all that is required to impart  
the most delicious piquancy and flavour.

The QUALITY and concentration of  
its ingredients make a little of this sauce  
go a long way.

*Lea & Perrins*

The Original and Genuine WORCESTERSHIRE.

## HONGKONG WEEKLY PRESS

with which is incorporated  
THE CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance,  
\$12 per annum. Postage  
\$2 to any part of  
The World.

VISITORS TO "ANTON  
Should Purchase  
BY THE PEARL RIVER."

Captain C. F. LLOYD.  
With Illustrations, Maps and Flags.

PRICE ..... \$1.75

On Sale at:—  
Hongkong: "Daily Press" Office.  
Messrs. KELLY & WALSH, Ltd.  
Messrs. BRUNN & Co.  
Canton: Messrs. A. S. WATSON & Co.

## A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well  
being is a sound investment. Good health, undoubtedly, is one of the greatest assets a  
man or woman can possess without it none can be at their best physically or  
mentally. Hence, good health, the joy of life is dimmed. Beecham's Pills are a  
paying investment for all who desire to promote and maintain good health. It is  
wise to have recourse to this wonderful specific in the first signs of indigestion.  
When the stomach is disordered, when the appetite is poor, when the bowels are  
irregular, the liver sluggish or you feel generally out of sorts you cannot do better  
than take a few doses of this world-famous medicine. You will certainly benefit.  
There are ample returns in health and satisfaction for all who invest in the  
remedy of

**Beecham's Pills**

Prepared only by THOMAS BEECHAM, St. Helens, England.  
Sold everywhere in boxes, price 5/- (36 pills) 1/1d (56 pills) & 2/9 (108 pills).

## CABLES.

(Continued from page 3.)

### EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

### THE SECOND BATTLE OF THE MARNE

ANNIVERSARY CELEBRATIONS.

ESPRESSO, July 30th.

The anniversary of the second battle of  
the Marne was imposingly celebrated in  
the presence of French, British and  
Italian representatives.

### RACING AT HOME.

#### THE LIVERPOOL CUP.

LONDON, July 29th.

The following is the result of the Liver-  
pool Cup:—

|           |   |
|-----------|---|
| Arlon     | 1 |
| Chuetto   | 2 |
| King John | 3 |

Six ran. Three lengths separated the  
winner and the second horse. A similar  
distance separated second and third.  
Betting: Arlon, 6 to 4; Chuetto, 3 to 1;  
King John, 33 to 1.

### THE DAVIS CUP.

BRITAIN WINS THE FIRST  
ROUND.

LONDON, July 29th.

In the first round for the Davis Cup,  
at tennis, Britain beat South Africa,  
winning the first three of five matches.

### THE AALAND ISLANDS

TO BE NEUTRALISED.

PARIS, July 29th.

The Baltic Commission has recommend-  
ed that the Aaland Islands be neutralised  
under the guarantee of the League of Na-  
tions.

### POLAND.

ALL GALICIA IN HER HANDS.

COPENHAGEN, July 29th.

A message from Warsaw says that a  
Polish official message states that the  
whole of Galicia to the old Austro-Rus-  
sian frontier, along the river Dnub, is  
now in Polish hands.

### THE AMERICAN FORCE IN SIBERIA.

WHY IT WAS SENT THERE.

WASHINGTON, July 29th.

President Wilson has informed the  
Senate that the American force in Siberia  
was primarily sent to protect the Trans-  
Siberian railway. It would remain there  
so long as protection was necessary.

### INARTISTIC WAR MEMORIALS LEGISLATIVE ACTION REQUESTED.

PARIS, July 29th.

A Havas message says:—  
The French public authorities have re-  
quested for a law to restrict municipalities  
from erecting inartistic war memorials,  
speedy legislative action being necessary  
to prevent commercial monuments spring-  
ing up all over France.

### HUGE STATE LOTTERY.

IN AID OF THE NATIONAL DEBT.

PARIS, July 29th.

A Havas message says:—  
A proposal was brought before the  
Chamber of Deputies to institute a huge  
State lottery of 30 milliards of francs,  
with prizes amounting to 6 milliards, the  
remainder going to the relief of the  
National Debt.

### RECONSTRUCTION IN FRANCE ENDEAVOURS OF FRENCH MINISTER.

PARIS, July 29th.

A Havas message says:—  
The French Minister of Industrial  
Reconstruction is now in London endea-  
vouring to arrange an exchange of raw  
material between England and France,  
the creation of an inter-Allied organi-  
zation for the distribution of food-stuffs,  
and the reduction of sea freight rates.

### FINLAND.

THE NEW PRESIDENT.

HELSINKI, July 29th.

The Diet has elected Professor Stahl-  
berg President of Finland by a majority  
of 143 votes. General Mannerheim re-  
ceived 50 votes.

### OBITUARY.

NAT GOULD, THE WELL KNOWN  
WRITER.

LONDON, July 29th.

Nathaniel (Nat.) Gould, the famous  
writer of racing stories, is dead.

### CRICKET AT HOME.

A WEEK'S RESULTS.

LONDON, July 29th.

The Army beat the Navy by an innings  
and 78 runs.

Yorkshire beat Gloucestershire by an  
innings and 128 runs.  
Kent beat Surrey by 136 runs.  
Nottinghamshire drew with the Austr-  
lians.

The Essex-Hampshire match was drawn.  
Lancashire beat Warwickshire by an in-  
nings and 44 runs.

### THE SILVER MARKET.

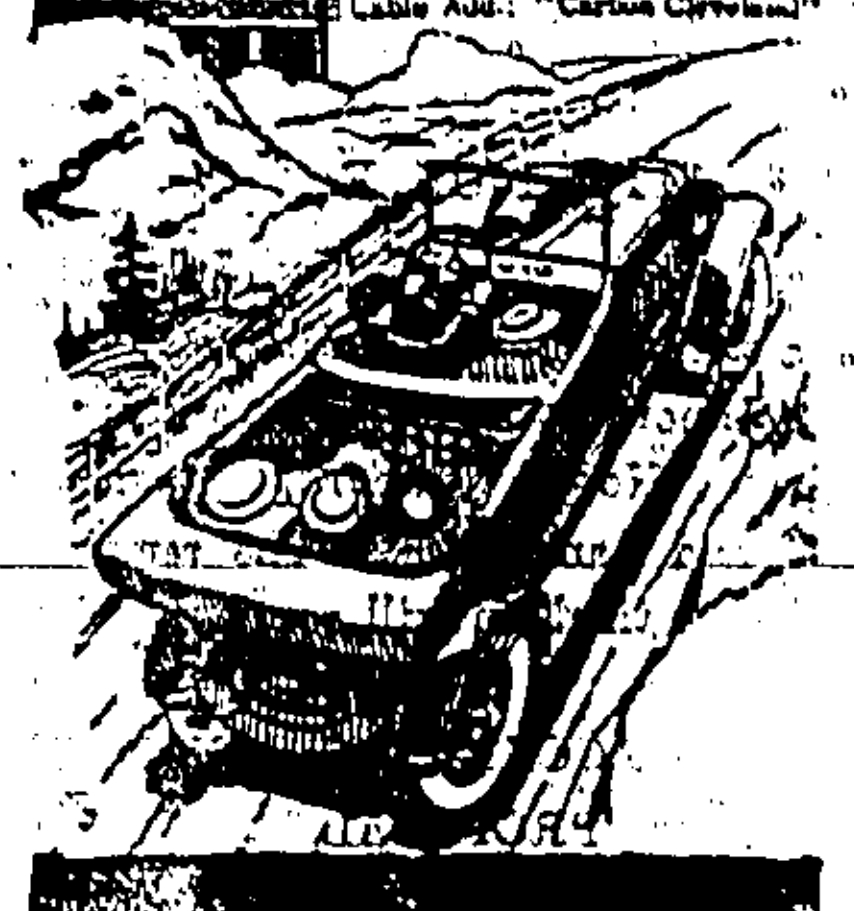
LONDON, July 29th.

Silver is quoted at 55 2-18d; buyers and  
55d. sellers. The market is quiet.

## Columbia Dry Batteries

### Strength and Reliability

One of the most important factors in battery life is the quality of the materials used. Columbia Dry Batteries are made from the finest materials and are built to last.



119

## BRITISH SEEDS REPRESENT QUALITY

We have been growing and  
exporting seeds for upwards of  
70 years.

FARM, VEGETABLES,  
FLOWER.

Get Catalogue and Special Offers.  
KELWAY & SONS, Wholesale  
LANGPORT, Seed Growers,  
England.

[1044]

## FRENCH LESSONS

G. MOUSSON.

18, MORRISON HILL ROAD.

[61]

## HALF A CENTURY REPUTATIONS

DR. LECLERC'S PILLS FOR THE  
LIVER & KIDNEYS  
are available for diseases of these important organs.  
Gravel, Pain, the Back, Gout, Rheumatism, &c.  
Price 8s., leading Chemists, or post free, DR. LE  
CLERC, 10, CO. ST. MARKS ROAD, N.W.,  
LONDON, ENGLAND. DEPOTS: India, 12, BURN  
CASTLE, NEW YORK, 50, BURNING ST.,  
TORONTO, LEWIS, LTD., AUSTRIA, 111, 112, 113, 114,  
Sydney and Brisbane; NEW ZEALAND, LEWIS & CO.  
LTD., Auckland; Christchurch, Dunedin, Wellington;  
Bombay, 12, E. K. PAUL & Co., Calcutta.

[150]

## THE NEW FRENCH REMEDY

THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3  
1 For Rheumatism, Gout, &c. 2 For Head &  
Pain. 3 For Chronic Nephritis.  
Sold by ALL LEADING CHEMISTS, PHARMACISTS, &c. DR.  
LECLERC, 10, CO. ST. MARKS ROAD, N.W., LONDON.  
"THERAPION" is a registered trademark of  
DR. GUYE, 10, CO. ST. MARKS ROAD, N.W., LONDON.

[151]



Superior to Emulsions or Cod  
Liver Oil.  
Each tiny Morrhuol capsule re-  
presents the medicinal value of a  
teaspoonful of oil.  
Recommended at the Paris Acad-  
emy of Medicine, for loss of  
appetite and flesh, to patients with  
consumptive tendencies.  
Sold in bottles of 100 Capsules.  
Made by all Chemists.



## THEATRE ROYAL.

RETURN ENGAGEMENT FOR A SHORT SEASON OF  
The most Popular Company that ever played in Hongkong.

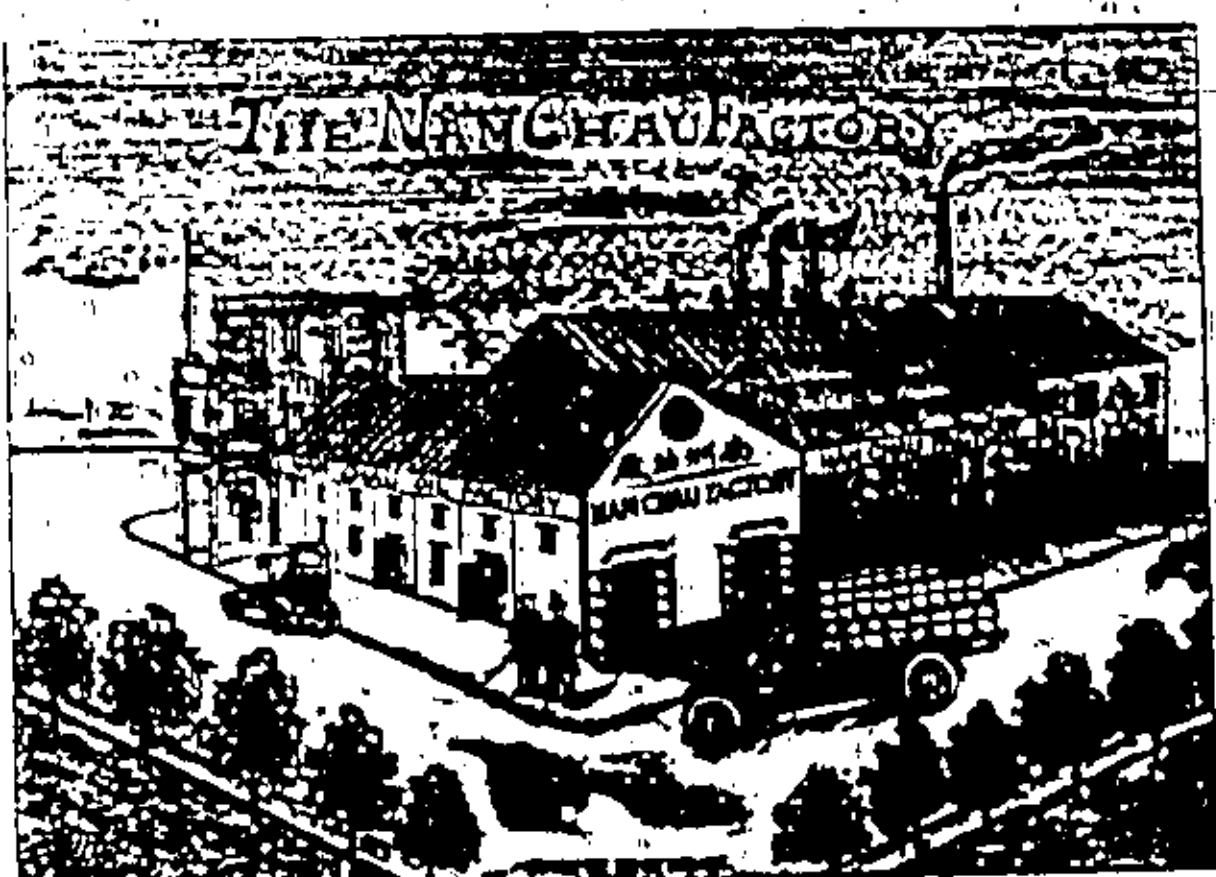
# BANVARDS

AMERICAN MUSICAL COMEDY COMPANY,  
IN A REPERTOIRE OF BRAND NEW MUSICAL TREATS.

COMMENCING  
THURSDAY EVE-AUGUST 7th.  
And Presenting

THURSDAY, FRIDAY, AUG. 7th, AUG. 8th, "THE KING OF PATAGONIA"  
The Speedy, Mile-a-Minute Musical Comedy  
SATURDAY, MONDAY, AUG. 9th, AUG. 11th, "STEP LIVELY"  
SAT. MATINEE AT 5.15.  
TUESDAY, WEDNESDAY, AUG. 12th, AUG. 13th, "THE TOURISTS"  
A BIG DOUBLE BILL  
WED. MATINEE AT 5.15. "VAUDEVILLE"

Bookings now at MOUTRIE'S-Curtain 9.15 p.m.  
Prices \$3 \$2 & \$1. Matinees Sat. & Wed. [1055]



## IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil, while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,  
Office:—No. 28, Connaught Road West, HONGKONG.  
Factory:—No. 26, Kwai Lin Street, SAMSEUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen. [895]

1814 ESTABLISHED 1914  
100 YEARS.

JOHN  
HADDON  
AND CO.

## Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.

JOHN  
HADDON  
AND CO.

Colonial Merchants  
and Produce Agents,  
SALISBURY SQUARE, LONDON, E.C.

### ATLANTIC FLIGHT. NEW WORLD RECORDS. TWO MILES PER MINUTE.

[BY MAJOR C. J. ALCOCK.]

In two-thirds of the day's span of twenty-four hours the Atlantic has been crossed by a flying machine. At this time of the year the journey could have been by daylight all the way. Capt. J. Alcock and Lieut. A. W. Brown have crossed the ocean at an average speed of two miles per minute, taking sixteen hours twelve minutes to cover the distance, of almost exactly 1,950 miles between St. John's, N.F., and Clifden, Co. Galway. This is a triumph of mechanical flight far surpassing any previous achievement. It beats the previous record—that of the American N.C. 4—by 25 per cent., and it was a much finer flight from the navigation standpoint, for the airmen had no chain of mark-bombs to keep them on their course. It was Hawker's feat over again, with all the same risks, displaying the same skill and endurance, but happily marked by no mishap. That Capt. Alcock and Lieut. Brown had something to learn from Hawker's failure is highly probable. Doubtless they did everything possible to prevent radiator trouble, and the success of the navigation of the Vickers-Rolls-Royce has certainly increased the confidence of all who employ the same methods. So handsomely have Capt. Alcock and Lieut. Brown in their Vickers-Rolls-Royce an entirely British production both as to design and workmanship—beaten the recent American record with the N.C. 4 flying-boat, that British aviation is completely vindicated. America holds the honour of the first crossing to Europe, and can claim credit perhaps for a wise choice of method and route, but the brilliancy of the British achievement, even from the technical point of view, outshines theirs in every respect but that of priority. And the triumph is reflected back to Hawker's failure, which is now seen to have been so very near success.

## SOUND CHOICE OF WEATHER.

The Vickers machine started at 4.33 (Greenwich time) on Saturday afternoon. The weather reports indicated winds between S.W. and N.W. all the way across, and therefore, if the navigator could keep a fairly straight course, the cruising speed of the machine, about 80 miles per hour, would be increased perhaps by as much as an average 20 or 25 miles per hour. These expectations were fully justified; the Vickers maintained an actual travel speed of almost exactly 120 miles per hour.

The navigation methods employed were the same as those so successfully applied by Com. Mackenzie Grieve and Mr. Hawker. Observations of the sun or stars could be taken to ascertain position, and by that means check the drift caused by otherwise unnoticed changes of wind. A bearing plate—by which the course of the machine in relation to any fixed object makes possible an estimate of the drift at any one moment—although chiefly of use when flying over land, Commander Mackenzie Grieve employed this instrument with success by observing a breaking wave. Obviously, a slow-travelling ship would, if allowance were made for its motion, permit the taking of a rough observation. How all this answered will be seen from Capt. Alcock's narrative.

## PREVIOUS BEST NON-STOP FLIGHT.

The flight of Capt. Alcock and Lieut. Brown has created a world's distance record and a world's overseas record for Britain. It is not a duration record; but it is the longest flight of an aeroplane driven by engines of great power. Two three flights of greater duration, made before the war, were with low-power engines in the neighbourhood of the aerodrome, with everything subordinated to mere duration.

MAY 17-27. N.C. 4 (United States), flew from Newfoundland to Lisbon.

MAY 19. Sopwith-Rolls Royce (Hawker and Grieve), flew from St. John's, but compelled to give up by radiator trouble about 1,000 miles out.

MAY 25. Breguet-Renault (Lieut. Rogot), flew from Paris to Rabat, Morocco, 1,375 miles in 11 hours 50 minutes.

JULY 25. and Lieut. Marchal flew from Nancy to Ravennaz, a distance of 1,242 miles.

## MACHINE AND ITS ENGINES.

The flight is an unequalled triumph for the machine and its engines. Vickers added an aeroplane department to their many-sided activities as long ago as the beginning of 1911. They almost immediately acquired the British rights to the B.E.P., a French aeroplane now obsolete. They produced a monoplane of somewhat similar design. They then produced a "gun-bus," a biplane of the "pusher" type carrying a single gun in the bows. Later they acquired the French Breguet biplane, an obsolescent type.

They achieved no spectacular successes in the years before the war, but carried out a vast amount of experimental work. In all constructional details, needless to say, they specialised. Among their numerous designers was the late Harold Barnwell, who also was a pilot. During the war Vickers has produced a large series of machines, including a fast single-seater scout, and various two-seater fighters, then two-engine "Vimy" bombers. The latter was merely adapted for the trans-Atlantic flight, but it has been transformed by the fitting of an entirely new type of body into the Vickers-Rolls-Royce commercial.

The Vickers "Vimy" with the Rolls Royce (two engines each of 375 h.p.) was altered to give a petrol capacity of 865 gallons (about 5,000 lb.) and 50 gallons of lubricating oil. She has a span of 67 feet, and is 42 ft. 8 in. in over-all length. Her top speed near the ground is 110 miles per hour, and at 10,000 ft. altitude 90 miles per hour. Her cruising speed is about 65 miles per hour. For the two-engine bombing class she has exceptional speed. She weighs, all on, about four tons.

## MECHANICAL MIRACLE.

The triumph is, if anything, even greater for the Rolls-Royce engine. It is true that mechanical flight is a great scientific achievement alone, but it is dependent upon motive power, and it would not have been possible beyond the gliding stage had it not been for the internal combustion engine, which gives power with far less weight than was formerly possible.

(Continued at foot of next column.)

S. K. TSAN & CO.  
HONGKONG & SWATOW.

公 WHOLESALE AND RETAIL 成  
司 Swatow Drawn Thread Work 順  
Canton Embroidery, Grass Cloth,  
Fillet, Cluny, Point Crochet Lace  
and Silk Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL,  
HONGKONG. [1041]

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## CONSIGNEES per Company's steamer

"PYRREUS"  
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after July 30th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after August 5th, will be subject to sale. All Claims against the Steamer must be presented to the undersigned on or before August 15th, or they will not be recognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, July 30th, 1919. [1051]

## "ASAHI BEER"



SOLE AGENTS  
MITSU BUSSAN KAISHA

The Rolls-Royce "Eagle" VIII. is an engine of 12 cylinders, set in two rows V. wise on the crank-case. It weighs 847 lb. (about 21 lb. per h.p.). It runs normally at 1,800 revolutions per minute, but can go up to 2,000. It turns its geared-down propeller normally at 1,080 revolutions per minute. It consumes 23 gallons of petrol per hour at sea level, but, of course, this rate of consumption decreases with altitude. The Rolls-Royce is an elaborate piece of work, the development of many years research and experiment, in which no expense has been spared in seeking for reliability. Some idea of the mechanical miracle involved in such an engine will be gathered from the fact that each of the Eagle VIII's in the course of the flight across the Atlantic made about 5,000,000 revolutions. Each of its 12 pistons moving up and down in its cylinder travelled a total distance of about 400 miles. The valves of each engine must be opened no fewer than 2,000,000 times. The actual amount of work done by each engine may be expressed as equivalent to 4,000,000 foot tons.—Daily Telegraph.

# LA PERLA DEL ORIENTE CIGARS AND CHERROOTS

made from selected and perfectly matured  
leaves of tobacco

in

## MANILA

Cigars and Cheroots of all sizes can be  
obtained from all local stores.

SOLE AGENT:

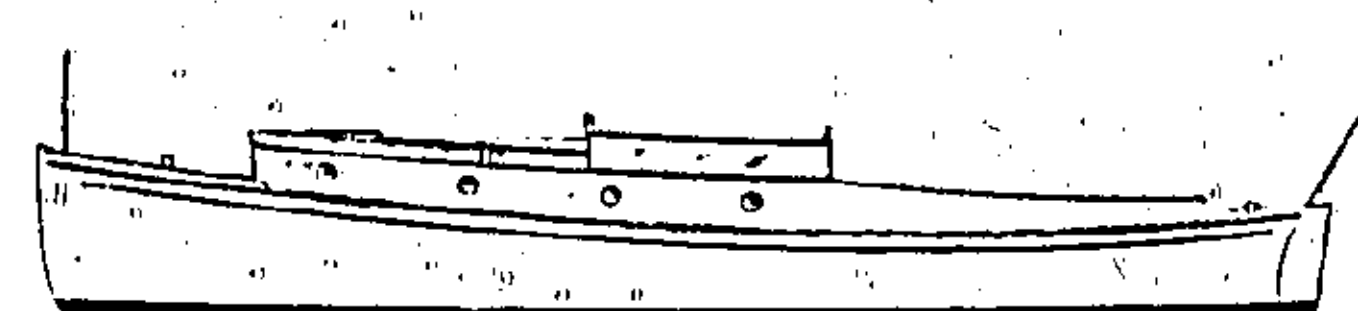
## TABAQUERIA FILIPINA,

15, Wyndham Street,

HONGKONG. [768]

## MOTOR BOATS

built under European supervision with the very best  
materials, and fitted with the following reliable Motors.  
CAILLE-PEERLESS-SCRIPPS.



ALEX. ROSS & CO.,  
4, Des Vœux Road Central—Phone 2487.  
1-2, Canton Road, Kowloon—Phone K11.

## THIS IS THE BRITISH LAMP

The OSRAM Lamp that bears the initials G.E.C. is a product of Britain—the outcome of British commercial enterprise, industrial skill and untiring research. The tungsten for the wire comes from Australia. The glass for the bulb is blown in Newcastle. The Lamp itself is made in London—made by the General Electric Company, Ltd., one of the greatest of all British industrial enterprises.

## A WARNING.

It is possible that, after the signing of Peace, "Osram" lamps of foreign manufacture may be offered for sale in this country. Remember that it is only OSRAM LAMPS bearing the initials G.E.C. which are of genuine British manufacture. Look for the initials G.E.C. on every Lamp you buy.

**Osram**  
G.E.C.

Obtainable from all local Electricians, Stores and Ironmongers.  
Agents of the General Electric Co. of China, Ltd.,—2, Queen's Building, Hongkong.

[1005]



## SHIPPING NEWS

## ARRIVALS

July 31st.  
*Chengta*, British str., 1,388 tons, Capt. G. H. Pennefather, from Bangkok with a cargo of rice.—B. & S.  
*Glennary*, British str., 2,987 tons, Capt. G. Roger, from Shanghai, with a general cargo.—B. & S.  
*Hanoi*, French str., 739 tons, Capt. Morvan, from Haiphong, with a general cargo.—Lapricque.  
*Tokkawa Maru*, Japanese str., 1,169 tons, Capt. Kawamura, from Muku, with a cargo of coal.—M.B.K.  
*Shin Ping*, Chinese str., 1,254 tons, Capt. Thorwig, from Hongkong, with a cargo of coal.—M.B.K.  
*Sinkiang*, British str., 1,616 tons, Capt. Eddy, from Canton, with a general cargo.—B. & S.  
*Suiyang*, British str., 1,934 tons, Capt. J. Gibbs, from Shanghai, with a general cargo.—B. & S.  
*Volare*, British str., 3,290 tons, Capt. Gibson, from Singapore, with a cargo of oil.—A. R. & Co.

## CLEARANCES

July 31st.  
*Alicorne*, for Pakhoi.  
*Bansi Maru*, for Moji.  
*Brisbane*, for Saigon.  
*Cornelia*, for Swatow.  
*Devaungmye*, for Haiphong.  
*Dikwara*, for Bombay.  
*Glennary*, for Singapore.  
*Hokuto Maru*, for Batavia.  
*Shun Cheong*, for Kwong Chow Wan.  
*Sodegaura Maru*, for Colombo.  
*Sue Yang*, for Canton.  
*Taka Maru*, for Batavia.  
*Tamon Maru No. 8*, for Hilo.  
*Unnam Maru*, for Singapore.

## PASSENGERS.

## DEPARTURES

Per *ss Dikwara* on July 31st:—Mr. A. E. Habersham, Mr. R. W. H. Burton, Capt. E. S. Keenan, Lieut. E. B. Tyler, Mr. R. S. M. Keenan, Mr. B. P. Tavarin, Mr. E. R. Brooks, Mr. and Mrs. H. B. Roe, Mr. R. Wilbur, Mr. and Mrs. C. F. Brush, Lieut. J. H. Magre, Mr. and Mrs. A. J. W. van Hoorn, Miss W. N. van Hoorn, Mr. N. W. Stevens, Mrs. Irvine, Mr. J. Dunbar, Mr. H. G. Warren, Capt. J. S. P. Evans, Lieut. R. M. S. Thomas, A/C S. M. Goodman, Mr. and Mrs. A. Aitchison, Mr. J. R. Advani, Corpl. Rogers, Mr. E. K. Baer, Mr. K. Metha, Mr. E. M. M. Paravicini, Mr. and Mrs. M. H. Caron, Mrs. A. M. Weber, Mrs. M. M. Kendall, Mr. J. F. Pilgrim, Mr. E. G. Byrne, Mr. A. Francis, Mrs. A. E. Baker, Lieut. J. A. Halpin, Lieut. S. Mann, R.Q.M.S. Allan, Mr. S. M. Melvill, Mr. T. Purnumal, Mr. J. R. Neale, Mr. Howarth, Mr. E. E. Townsley, Mr. A. E. Cherry, Mr. C. H. Johnston, Mr. and Mrs. H. F. Marks, and Miss R. McCann.

## SHIPPING MOVEMENTS

The R.M.S. *Empress of Asia* arrived at Manila on July 29th and is due at Hongkong to-day at 4 p.m.  
 The N.Y.K. *ss Kitama Maru* (European line) left Kobe for this port via Moji and Shanghai on July 29th, and is expected here on August 7th.

## ON SALE

HONGKONG HANSAARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL of the Session 1918  
 REVISED BY THE MEMBERS  
 PRICE ———— \$5  
 DAILY 7 per 1000

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA AND JAPAN.

| STEAMERS  | FROM | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR      |
|-----------|------|----------------------|------------------------|----------|
| TJIKINI   | JAVA | 1st Aug.             | 1st Aug.               | SHANGHAI |
| TJILIWONG | JAVA | 1st Aug.             | 10th Aug.              | JAPAN    |

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.  
 York Building, 1st Floor.  
 Telephone No. 1574.

## JAVA-PACIFIC-LYN.

FOR SAN FRANCISCO direct

## S.S. "BINTANG"

will be despatched as above on or about

1 AUGUST 6th, 1919.

For freight apply to—

JAVA-CHINA-JAPAN LYN,

Agents.

## P. &amp; O.-BRITISH INDIA &amp; APOAR LINES

(COMPANIES incorporated in ENGLAND).

TO  
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR  
 MARSEILLES AND LONDON  
 VIA STRAITS, COLOMBO AND PORT SAID.

| S.S.     | Leave Hongkong about | Due Marseilles about | Due London about |
|----------|----------------------|----------------------|------------------|
| "NAGOYA" | 28th Aug             | 28th Sept            | 7th Oct          |

FOR  
 BOMBAY VIA STRAITS & COLOMBO.

FOR  
 CALCUTTA VIA STRAITS & RANGOON.

FOR  
 SHANGHAI MOJI KOBE, etc.

WIRELESS ON ALL STEAMERS.  
 For Passage Rates, Handbooks, Freight, etc., apply to  
 MACKENZIE & CO.,  
 12, Des Voeux Road Central HONGKONG.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM  
 HONGKONG TO AUSTRALIAN PORTS.

| Steamer      | For                             | Date of Arrival | Date and Time of Departure |
|--------------|---------------------------------|-----------------|----------------------------|
| "ST. ALBANS" | Sydney, via Queensland Ports    | 4th Aug.        | 8th Aug., 11 A.M.          |
| "EASTERN"    | Melbourne, via Queensland Ports | 28th Aug.       | 11 A.M.                    |

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.  
 A duly qualified Surgeon and Stewards are carried on each vessel.  
 For Passage Rates and further particulars, apply to—

GIBB, LIVINGSTON & CO.,  
 AGENTS.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| FOR                | STEAMERS        | TO SAIL           |
|--------------------|-----------------|-------------------|
| STRAITS & CALCUTTA | "CHAKSANG" Fr.  | 1st Aug., 3 p.m.  |
| MANILA             | "YUENSANG" Fr.  | 1st Aug., 3 p.m.  |
| SHANGHAI           | "WONGSANG" Sat. | 2nd Aug., 11 p.m. |
| SHANGHAI           | "LOKSANG" Tues. | 2nd Aug., 11 p.m. |
| KOBE               | "KUYANG" Tues.  | 4th Aug., 6 p.m.  |
| SHANGHAI           | "CHOYSANG" Fr.  | 8th Aug., 11 p.m. |
| MANILA             | "LOONGSANG" Fr. | 8th Aug., 3 p.m.  |
| KOBE               | "AMBSANG" Tues. | 12th Aug., 5 p.m. |

CALCUTTA LINE:—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly or passengers and cargo, calling at Haiphong when convenient.

SORNGO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSEN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON & CO., LTD.,  
 General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to—

JARDINE, MATHESON & CO., LTD.  
 Agents.

Telephone No. 215.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BARRERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing full particulars of the Far East to all parts of the World will be forwarded free on application.

Telephone address "COUPON".

THOS. COOK & SON.

Hongkong Hotel Buildings, corner of Pedder Street and Des Voeux Road, HONGKONG.

Also: SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office:—LUBGATE "CIRCUS", LONDON, E.C.

## CP &amp; OS

## HONGKONG to VANCOUVER

| STEAMERS          | FROM HONGKONG | DOE VANCOUVER |
|-------------------|---------------|---------------|
| Empress of Asia   | Aug. 7        | Aug. 25       |
| Monteagle         | Aug. 12       | Sept. 6       |
| Empress of Japan  | Aug. 20       | Sept. 10      |
| Empress of Russia | Sept. 4       | Sept. 22      |
| Empress of Asia   | Oct. 2        | Oct. 20       |
| Monteagle         | Oct. 7        | Nov. 1        |
| Empress of Japan  | Oct. 15       | Nov. 5        |
| Empress of Russia | Oct. 30       | Nov. 17       |
| Empress of Asia   | Nov. 27       | Dec. 15       |
| Empress of Japan  | Dec. 10       | Dec. 31       |
| Monteagle         | Dec. 16       | Jan. 9        |
| Empress of Russia | Dec. 25       | Jan. 12       |

FARES HONGKONG TO UNITED KINGDOM

"EMPERESS OF RUSSIA" Gold \$491 Subject to change

"EMPERESS OF ASIA" Gold \$491 Subject to change

"EMPERESS OF JAPAN" Gold \$491 Subject to change

"MONTEAGLE" Gold \$491 Subject to change

CANADIAN NEW TRAIN DE LUX "THE TRANS-CANADIAN LIMITED" Vancouver to Montreal 1919 route.

For particulars regarding passage of ladies via Vancouver to Europe, also itineraries, accommodation, also literature apply to P. H. WATKINS, General Agent, Vancouver Dept. Phone 42.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN NIGHT" ... About August 15th.

"ELDERIDGE" ... August 15th.

"EDMORE" ... August 21st.

"WEST HEPBURN" ... Middle September.

For PORTLAND direct.

"COAXET" ... About August 25th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.

YAMASHITA

KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG, BANGKOK

AND OR

SINGAPORE.

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

AGENT,

Top Floor, KING'S BUILDING,

112

TEL. 140 and 155.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, KOBAYASHI, NEW YORK, PARIS, BOMBAY, BEIRUT, PORT SAID, CALLED, HAVANA,

BORNEO, CALCUTTA, COLOMBO, SINGAPORE, RANGOON, RAJPOOT, TIENTSIN, SHANGHAI and YOKOHAMA.

Taking Cargo on through Bills of Lading to Pacific Coasts,

Japan, China, India, Java, North and South America, also to

Mediterranean.

GUARANTY TO ALTERNATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HAHIMOTO,

General Agents.

Telephone No. 2108

Graving Dock and Slipways. SHIPS ENGINES. Boilers and Motors. Repairs. Salvage. Shipbuilders and Engineers. The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd. Butterfield & Swire, Agents.

**TAIKOO DOCK**

HONGKONG.

BOILERS MOTORS.

Telephone 212, Cable—"TAIKOODOCK."



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BRISA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight and Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
or to Messrs & Co., Canton.  
(General Agents.)

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

| For                   | Steamer    | To Sail              |
|-----------------------|------------|----------------------|
| SHANGHAI              | "SINKIANG" | On 1st Aug. D'light. |
| SHANGHAI              | "SUINAG"   | On 2nd Aug. 4 P.M.   |
| SHANGHAI              | "CHENGTU"  | On 5th Aug. D'light. |
| SHANGHAI              | "KWANGSE"  | On 5th Aug. 3 P.M.   |
| MANILA, CEBU & ILOILO | "TAMING"   | On 5th Aug. 4 P.M.   |

SHANGHAI LINE—PASSENGERS, MAILED and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to all ports in Northern China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR  
SWATOW, AMOY AND FOOCHEW  
AND RETURN.

(Occupying 8 to 10 Days.)

|              |                     |                             |
|--------------|---------------------|-----------------------------|
| "HAIHONG"    | Capt. J. W. Evans   | FRIDAY, 1st Aug. at 1 P.M.  |
| "HAIFAN"     | Capt. A. H. Stewart | SUNDAY, 3rd Aug. at 10 A.M. |
| "QUINNEBAUG" | Capt. J. Medina     | TUESDAY, 5th Aug. at 1 P.M. |
| "HAITAN"     | Capt. A. H. Stewart | FRIDAY, 8th Aug. at 1 P.M.  |

\* For Swatow Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—  
DOUGLAS LAPRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA."

HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

Sailings from Hongkong at Noon.  
The S.S. "WEST COLOB" will sail from this port on or about August 16th, for the usual ports of call.  
S.S. "COLOMBIA" ... Aug. 18th, 1919.  
S.S. "VENEZUELA" ... Sept. 10th, 1919.  
S.S. "ECUADOR" ... Oct. 8th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be over-stated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to  
COMPANY'S OFFICE in Alexander Buildings, Chester Road.

## P. &amp; O. - BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR  
MARSEILLES AND LONDON.

| Steamer | Leave Hongkong about | Due at Marseilles about | Due at London about |
|---------|----------------------|-------------------------|---------------------|
| NAGOYA  | 28th Aug.            | 24th Sept.              | 7th Oct.            |

FOR  
BOMBAY VIA STRAITS & COLOMBO.

| Steamer | Leave Hongkong about | Due Bombay about |
|---------|----------------------|------------------|
|         |                      |                  |

Will take a limited number of passengers for Marseilles and London with transshipment at Bombay.

FOR  
CALCUTTA VIA STRAITS & RANGOON.

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| S.S. | Leave Hongkong about |
|------|----------------------|
|      |                      |

Tickets Interchangeable.  
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO., Agents.  
22, Des Vaux Road Central, HONGKONG.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU (omit Shanghai) ... Tuesday, 5th Aug. at 11 a.m.  
KASHIMA MARU (calling Manila) ... Friday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU (calling Malacca) ... Friday, 8th Aug. at Noon.  
INABA MARU ... Friday, 22nd Aug. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 20th Aug. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 1st August.  
TOTOMI MARU ... Sunday, 10th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 23rd Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

IYO MARU ... Wednesday, 6th Aug. at 11 a.m.  
HWAH-WU ... Wednesday, 6th August.  
KOSOKU MARU ... Wednesday, 13th Aug.  
ATSUTA MARU ... Thursday, 21st Aug. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

AWA MARU (London & Antwerp) ... Monday, 4th August.  
TAJIMA MARU (Marseilles & Liverpool) ... Middle of August.

For further information apply to—NIPPON YUSEN KAISHA.  
S. YASUDA, Manager.  
Telephone Nos. 237 & 232.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

## FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

| Steamers       | Tons   | Leave Hongkong |
|----------------|--------|----------------|
| "SIBERIA MARU" | 20,000 | Aug. 3rd.      |
| "SHINYO MARU"  | 23,000 | Aug. 13th.     |
| "PERSIA MARU"  | 8,000  | Aug. 23th.     |
| "KOREA MARU"   | 20,000 | Sept. 10th.    |
| "NIPPON MARU"  | 11,000 | Sept. 25th.    |

\* omitting call at Shanghai and also calling at Keelung.

† omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

| Steamers     | Tons   | Leave Hongkong |
|--------------|--------|----------------|
| "ANYO MARU"  | 13,500 | Sept. 10th.    |
| "SEIYO MARU" | 14,000 | Nov. 4th.      |

Tickets are interchangeable with the CANADIAN PACIFIC COAST SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—  
T. DAIGO, Manager, King's Building.

Telephone Nos. 2274 and 2275.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION               | STEAMER & DISPLACEMENT  | SAILING DATE           |
|---------------------------|-------------------------|------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "PORTHOS" ... 20,000    | On or about 18th Aug.  |
|                           | "PAUL LECAL" ... 20,000 | On or about 14th Sept. |
|                           | "SPHYNX" ... 20,000     | On or about 11th Oct.  |

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUIL, SUEZ, PORT SAID ... "ANDRE LEBON" ... 22,000 ... On or about 23th Aug.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

O. S. K.  
OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.  
"AMAZON MARU" ... Tuesday, 12th August.  
"ALTAI MARU" ... Friday, 23th August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Sunday, 3rd August.  
BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"KASADO MARU" ... Wednesday, 13th August.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.  
"UNNAN MARU" ... Friday, 1st August.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 18th August.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.  
"BOSHU MARU" ... Thursday, 21st July, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.  
"AMAKUSA MARU" ... Sunday, 3rd Aug. at 10 a.m.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.  
"NANKING" ... Aug. 22nd, 1919.  
"CHINA" ... Sept. 11th.

[An unsurpassed high-class passenger service.]

For further information apply to—O. H. RITTER, Freight and Passenger Agent, Ice House Street, Tel. 1942.



